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ALICE IN POSTERLAND

Drawing by GILROY

Catch as catch can't

"He runs with all his might," panted the Lion, "but I run with might and mane, you know."

"My Goodness," Alice exclaimed, "you *are* fast."

"Your Goodness—*puff*—my dear young lady—*puff*—has nothing to do with it," said the Lion. "It's the Keeper's Goodness I'm after—the Goodness in his Guinness. I haven't the strength to catch him till I've had a Guinness."

"But you can't have the Guinness till you catch him," Alice objected.

"I know," said the Lion. "That's what makes me such a *wild* animal."

G.E.1440

Volume CXCVII No. 2573 The SPHERE, London, May 28, 1949

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

THE KING AT A WINDSOR WEDDING—HIS MAJESTY, ACCOMPANIED BY THE QUEEN AND THE DEAN OF WINDSOR (BISHOP E. K. C. HAMILTON), WALKING DOWN THE STEPS OF ST. GEORGE'S CHAPEL AFTER THE MARRIAGE OF MR. ANTONY LYTTELTON AND MISS CAROLINE MARY LASCELLES : This was one of the King's first public appearances during his convalescence, and those who saw him walking through the Castle precincts were impressed by his general air of fitness

At the reception in the Waterloo Chamber of Windsor Castle, the King toasted the health of the bride and bridegroom after attending the marriage of Miss Caroline Lascelles, younger daughter of Sir Alan Lascelles, private secretary to the King and the Hon. Lady Lascelles, to Mr. Antony Lyttelton, eldest son of Mr. Oliver Lyttelton, M.P., and Lady Moira Lyttelton. The Princess Royal, with her son, the Earl of Harewood, Princess Alice Countess of Athlone, Major-General the Earl of Athlone, the Lord Chancellor and the Prime Minister were also present, and the Dean of Windsor, Bishop Hamilton officiated, assisted by the Rev. Dr. E. Fellowes

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Chancellor's Problems.—

I lend no ear to rumours of Cabinet dissensions and intrigues. The present Government has no bad record in unity and loyalty to its chiefs, and the Party well understands the importance of hanging together for twelve months more. But our industrial and financial conditions have certainly altered since the Chancellor's Budget was hailed as heaven-born, and in many ways deteriorated—that is to say, a great many people have realised, and a great many more still *refuse* to realise, how critical still is our position as regards overseas markets for our goods, the vital need of reducing prices of manufactured goods to secure such markets as there are, and the not less urgent problem of reducing Government expenditure to co-operate with exports in reducing our annual deficit. Stepping-up production and lowering the costs imply longer hours, harder work, a standstill to higher wage claims and the maintenance of those tax burdens, new and old, which hit the housewife so hard. Reducing Government expenditure turns the eye first of all on the appalling cost of the Health Services, and has already resulted in public clamour at the hint of closing a single hospital bed. And small wonder. Every Government knows that in matters of public welfare, its contract with the voters who put it in power is governed by the slogan *Vestigia nulla retrorsum*. A benefit given can never be taken away. Only the growing reality of bankruptcy can reduce wages by a shilling or benefits by a minor service. The wise Government offers benefits by nibbles, not mouthfuls, until it knows precisely the size of the cake it can cut up. The Socialists came to power on a promise of a new heaven, and none of its angels and ministers of grace has gone farther than Mr. Bevan in providing it regardless of cost and calculation. And the Chancellor's Budget, which looked so heaven-born in April, already appears, for different reasons to different people, in urgent need of amendment or supplementaries.

Party Discipline.—

The Government's attitude to Party discipline is no concern (unless as an example, which I trust will not be followed) of other parties. Civilised convention requires democratic Governments not to interfere in the internal politics of neighbour states, and no doubt that convention applies as between political parties of a State. But such conventions are not faithfully and wholly observed. Witness Spain and our Government's policy, if such it can be called. Totalitarianism at home within a party is a GOOD THING. Totalitarianism in a neighbour Government is abominable. Certainly the disciplinary measures of late taken against rebel or conscious-directed Socialist M.P.s smack of Continental totalitarianism. I look at it from the constituency angle. And it may be that Mr. Attlee's dictator methods will have an effect in the constituencies which prefer to be represented by a man with a mind and not by a rubber stamp. I doubt if his short way with rebels will scotch, let alone kill, party revolt. For the average Englishmen — including Labour M.P.s—attach importance to their consciences.

Mr. Churchill Attacks.—

There are many who regard attacks on what the Socialists have achieved since 1945 as a dangerous or ineffective weapon for Opposition use; and in so far as that criticism is directed sweepingly towards what the Socialists have done to overcome inevitable post-war difficulties, international and internal, I agree. Because it raises the question: Could a Conservative Government in 1945 have done better, would it have done differently,

THE BEDFORD COLLEGE CENTENARY—QUEEN MARY, PATRONESS OF THIS COLLEGE FOR WOMEN, ATTENDS THE ASSEMBLY AND GARDEN PARTY TO MARK THE 100TH ANNIVERSARY: Her Majesty seen with Lord Macmillan, Visitor of the College, and Miss G. E. M. Jebb, the Principal, followed by Princess Alice and the Earl of Athlone, Chancellor of the University of London. A feature of the afternoon was the centenary play, written by Miss M. St. Clare Byrne, a former member of the College staff. An incident from the play is shown on page 313 of this issue. Money given by old students and friends of the College in commemoration of the centenary of Bedford College is to be used to provide a chiming clock outside the New Hall, and also tapestries for the dining-hall

in foreign policy and in efforts to restore our economy, keep us from starvation, get trade and industry on their legs and restrict industrial disputes to the minimum? But in so far as that criticism is directed towards what the Socialist Government has done since 1945 it is a matter of duty in statesmanship and an obvious and sound weapon in Party warfare. Mr. Churchill at Glasgow was aware of the distinction, and was shrewdly determined not to be drawn into a premature declaration of policy in detail. But he did give an important guarantee that the nationalisation of steel would be an election issue, and would be undone by a Conservative victory at the polls, if achieved in the present administration, and he further clamped to his side the Insurance interests opposed to nationalisation. He was loudly cheered in his final wind up, when he asked: "Will our people take as their right and duty the simple steps open to free themselves at a stroke from the bonds by which they are now cramped, and bring back the freedom, prosperity and enduring grandeur of the U.K. and Commonwealth in all parts of the world?" To cast a vote for your Conservative candidate in 1950 is no doubt a "simple step" for you and me. But the steps to bring back the grandeur and freedom—Mr. Churchill's journey on our behalf—strike one as not so simple.

Ireland Bill. —

The theory that Eire cannot exist without a grievance is not mere petulance. The clause in the Bill which caused so much clamour in Eire (or Dublin) and so little in Parliament simply reaffirms the statement in the 1925 Agreement to which (as Mr. Eden reminded the House) a majority in the Dail agreed, viz., that Northern Ireland remains part of the U.K. and H.M.'s Dominions until the Parliament of Northern Ireland decide otherwise. What else could H.M.'s Government do but confirm that agreed axiom? Dr. Morgan, M.P. for Rochdale, supporting the deletion of this clause, positively and logically defended it. He said that the rate of increase in Ulster's R.C. population was such that within twenty years there would be an overwhelming vote in favour of amalgamation. Well and good, or not so good, as you please. Consent, not coercion, is all that the U.K. Government asks for, for Ulster and any other large or small member of the Commonwealth. But Eire's latest red-hot grievance is that treacherous England is opposed to *coercion*. *Coercion*—a word which Eire has cause to remember. It is a situation which George Birmingham is best qualified to deal with humorously.

Spain Still Ex-communicated.—

Our Government's attitude towards Spain is as mysterious as ever—as I foretold. The Assembly has met and the reversal of the "futile gesture" withdrawing ambassadors has been defeated. And the British Government, with those of France and U.S., abstained from voting. As an example, in an Assembly notable for wobble and funk, this is deplorable in the Great Powers, and all Mr. McNeil's clever logic could not acquit our Government of sheer inability to make its mind up. As *The Times* shrewdly said: "An ambassador is not a policy, he is an instrument of foreign policy," and a connecting link between civilised peoples. For ever we declare that we are not interfering in the internal politics of any country; that we want to improve our relations with the Spanish people; that Spain is of vital importance in the defence of the West. In ostracising Spain, we ostracise the Spaniards, a fiercely nationalistic race, whose resources and civilisation will outlive Franco and this or that ideology; and by refusing to resume diplomatic relations, we keep an iron curtain between two peoples who have much in common and considerable curiosity about each other's way of life and manner of thought. A cultivated Spaniard is about the most highly-civilised creature on the face of this ravaged earth. If it be argued that even if we had voted in the Assembly for the resumption of diplomatic relations, the result would have been the same, that is no excuse for our abstention. We are a great nation and other nations look to us for a lead, and expect that lead to be directed by courage, realism and good sense. Our actions *vis-à-vis* Spain have been illogical, contradictory, weak and wobbling, and we merit the contempt of civilised Spaniards.

Co-ops, Labour and Nationalisation. —

The Co-op Party is surely No. 1 on the list of damsels to be wooed, won and held by the Socialist Don Juan. They make up an enormous proportion of the electorate. They outnumber largely the declared total of the Labour Party. If, therefore, the Co-ops endorse the declared views of their secretary, Mr. Bailey, the Government is likely to revise its plans for further wholesale nationalisation. First of all, Mr. Bailey warns the Government to keep its hands off such industries as vitally concern Co-op trading. He lays down that nationalisation solves nothing but the problem of *ownership*. It leaves that of control to be satisfactorily solved, some day. This Government (he says) will be judged not by the number of industries it nationalises, but by the number of people whose lives have been enriched by new opportunity. And I should say that at the moment of writing the figures in the two lists were about equal. And that is not good enough for Mr. Bailey and (I judge) for considerably more than half the electorate.

Nightingales-on-Trent.—

Burton-on-Trent reports the return of nightingales after many years. All over the country the increase in nightingales this spring has been observed, and usually welcomed. Even on my hill the nightingale can be seen daily and nightly listened to. In the copses below they have become as common as I remember them at Nîmes or Bethune. Why is this? And where are the swallows? I have not seen enough to make an English summer and it can't be the mildness of our April and May that has brought the nightingales. One other "nature note" by an amateur. The first cockchafer sloshed in my bedroom coincided exactly with the first salmon-reeling note of the night-jar. I believe that these phenomena are very closely related.

THE OLD STAGER

PRINCESS MARGARET IN FLORENCE

Varied Activities on Her Italian Holiday Tour

PRINCESS MARGARET SIGNS THE GOLDEN BOOK AT THE PALAZZO VECCHIO : Her Royal Highness, seen with the Communist Mayor of Florence, Signor Fabiani, and the British Consul (wearing spectacles), before being shown over the building, for many centuries the centre of Florentine civic life. Before signing the book the Princess was shown the signature of her great-great-grandmother, Queen Victoria. The Princess was presented by the Mayor with a fifteenth-century plaque and a book on the Palazzo Vecchio with an illuminated dedication. The Princess arrived in Florence after a drive of 190 miles from Rome, and she spent a crowded week in the Tuscan capital and touring the Tuscan countryside. On Friday, May 20, her Royal Highness arrived in Venice

A SIGHTSEEING TOUR IN FLORENCE : The Princess with her Lady-in-Waiting, Lady Mary Harvey. They spent a morning visiting some of the famous monuments, and walked through the busy city centre. They were accompanied by a detective, who is seen in the background

SERENADED AT THE GRAND HOTEL : Florentine University students singing love songs below the balcony of Princess Margaret's hotel

PRINCESS MARGARET ENTERS THE FLORENCE COMMUNAL THEATRE CARRYING A BOUQUET OF ROSES AND MARGUERITES : The bouquet was presented by the Mayor of Florence, Mario Fabiani. Behind the Princess is her Lady-in-Waiting, Lady Mary Harvey. The Royal party watched a performance of Monteverdi's opera "Orfeo." The theatre was filled to capacity for the occasion, which was on the fifth day in Florence

THE BERLIN BATTLE

HOOLIGAN GANGS ADD TO THE RAIL STRIKE DISORDER

What goes on in Berlin?

So confused were events that no one could say exactly what the position was last week-end, but in broad outline, where that outline was not blurred by other events, the struggle centred round the 12,000 railway strikers of the Western sectors, who were demanding that the Soviet authorities, who by Allied consent control the entire railway system, should pay them in Western German marks. The Soviet authorities were not immediately prepared to do this, so they sent a force of Eastern sector police to break the strike. In fact, more than 3,000 blue-uniformed, jack-booted railway police from the Eastern sector, armed with revolvers, carbines and truncheons, were sent into the Western sectors to seize the stations from the strikers. The Russian and Western Allied troops attempted to remain aloof, but not so Berlin's youth. On both sides they stormed to the attack. The Dead End kids from East and West fought with clubs and stones, making chaos doubly chaotic.

IT WAS GERMAN AGAINST GERMAN : A large crowd of young Communists from Eastern Berlin pushing back a handful of Western Berlin railway strikers on the tracks at Tempelhof Station, Berlin. This was only one of many aspects of the chaotic Berlin fighting which broke out last week-end on the eve of the Four Power meeting in Paris. The railway strike was called by the independent non-Communist trade union organisation known as U.G.O. to enforce the demand that wages and salaries of railway workers in the Western sectors should be paid in Western marks. The Russian-controlled Reichsbahn Directorate sought to break the strike with some 3,000 railway police

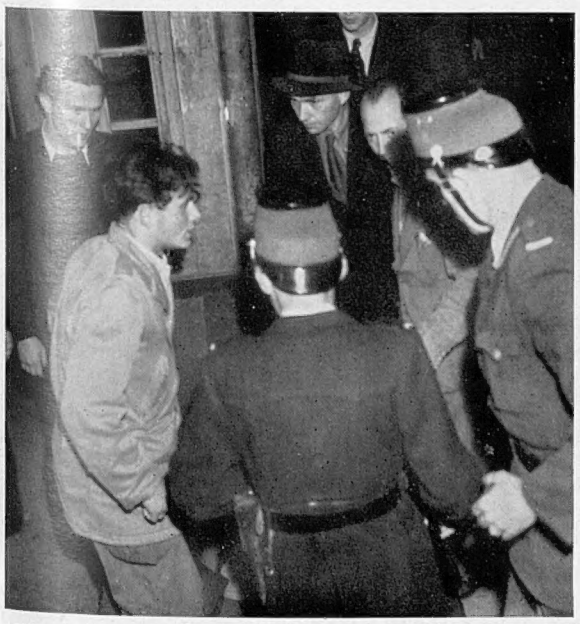
SOME OF THE WESTERN SECTOR RAILWAY WORKERS WHO STOPPED WORK AT TEMPELHOF STATION : In subsequent clashes with the Russian-sponsored police and strike-breaking elements many of these Western rail workers were injured. Particularly violent struggles took place at the Charlottenburg Station, in the British sector, where shots were fired, and the station changed hands more than once in the course of a day. The Western police, controlled by the Magistrat, had no authority to intervene with weapons

ATTACKED BY THE RAILWAYMEN OF THE WESTERN SECTORS : General Kvashnin, Soviet Transport Chief, who was rescued from a mob by West sector police when he went to inspect transport. Strike sympathisers threw stones at another Russian officer

RUSSIANS IN CONTROL AT AN AMERICAN SECTOR STATION : Lieut. Balisov, a Soviet Railway Commissioner, with East sector German railway employees in the control room of the Wannsee Station, where they took over the switches during the strike of the West sector railway workers. By last Monday Soviet sector police had control of most West sector stations

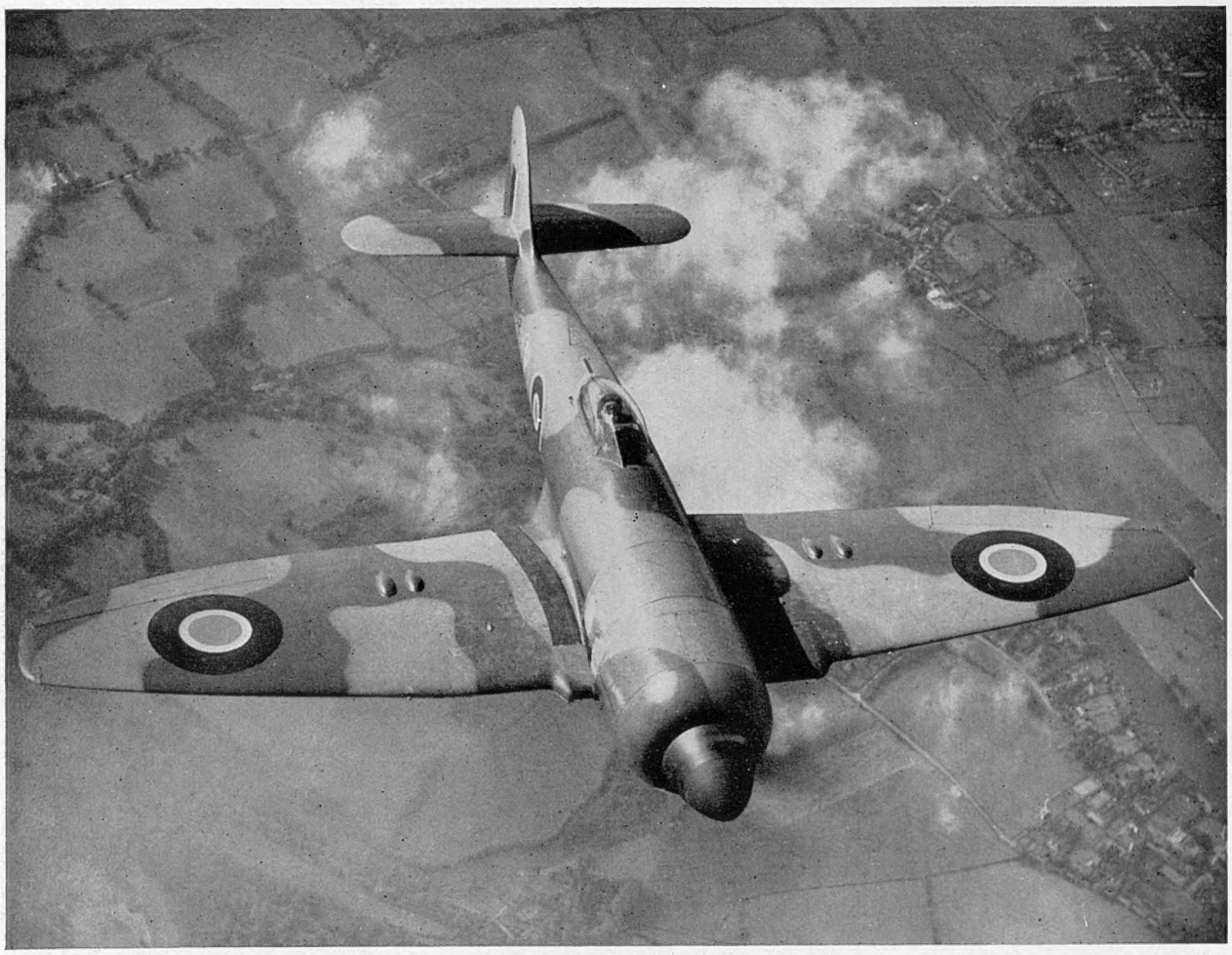
THE HOOLIGAN ELEMENT WHICH ADDED TO THE CHAOS IN THE BERLIN BATTLES : Young anti-Communists of the Western sectors, who sided with the railway strikers of the Western sectors, running along a station platform as the Communist strike-breakers from the Eastern sector brought up reinforcements. There was a hooligan element involved in the battle on both sides, and it seemed that gangs of Berlin youths were determined to take advantage of the chaotic situation

A CLASH ON THE TEMPELHOF PLATFORM : East sector German police, charged with the task of strike-breaking, and West sector strikers engaged in a mêleé on the station platform. Many anti-Communist youths joined in



EAST SECTOR POLICE PARLEY WITH A STRIKE LEADER : This picture was taken during a pause in the battle at Tempelhof Station. East sector police received some very rough handling from the anti-Communist crowds

RAILWAY STRIKERS OF THE WESTERN SECTORS BRING A TRAIN TO A HALT AT THE WANNSEE STATION : By last week-end, traffic in the Western sectors was completely halted, and the stage was set for the series of bloody battles in which at least twenty people were hurt by rifle-fire. The Western Allies for the most part kept out of the way except when intervening at Charlottenburg Station



THE HAWKER FURY F.B. 60, IN WHICH MR. NEVILLE DUKE BROKE THE LONDON-ROME AND LONDON-KARACHI RECORDS : It is a standard machine powered by a 2,550-h.p. Bristol Centaurus 18. The ground mist at Rome and darkness on the later stages of the flight via the Persian Gulf added to the difficulties of the journey, but Mr. Duke maintained his high average speed throughout

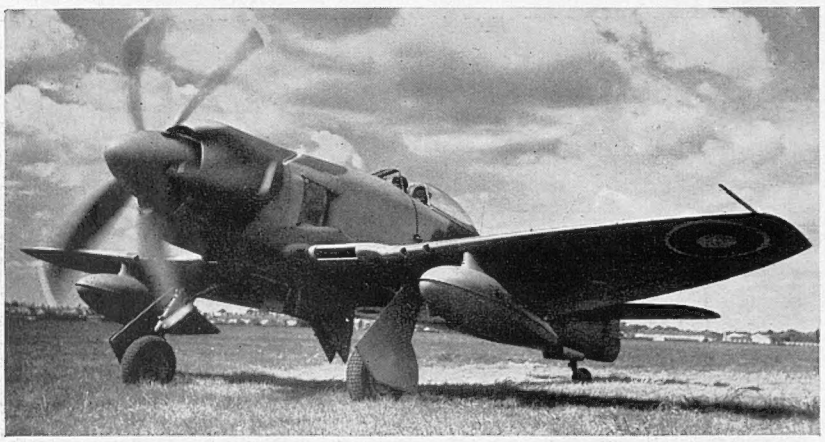
BRITAIN Setting the Pace in AVIATION

Two Outstanding Hawker Achievements : Britain's First Jet Bomber

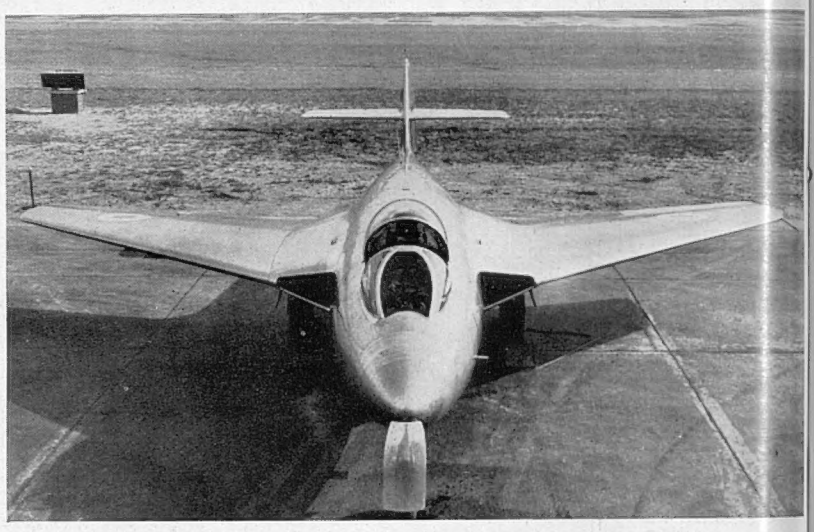
The Hawker hat-trick, involving the setting up of three point-to-point records by two Hawker aircraft within the space of two days, has caused general satisfaction in aviation circles. Britain still continues indeed to set a fast pace in aviation affairs.

Subject to F.A.L. confirmation, Mr. Neville Duke now holds the London-Rome, London-Karachi records, and Mr. T. S. Wade holds the London-Paris record.

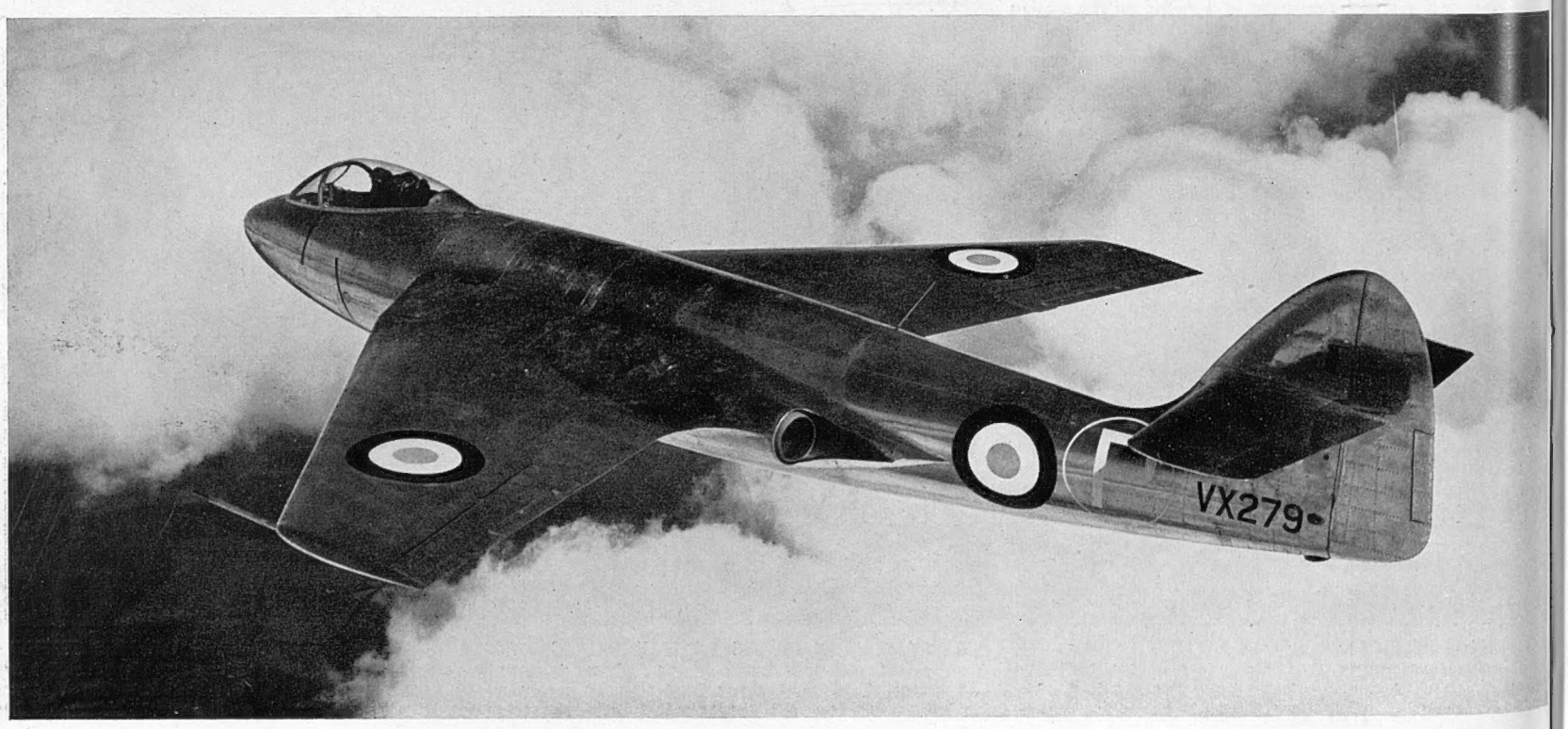
Mr. Duke's achievement was made in a Hawker Fury. He flew from London to Karachi, 3,930 miles, in 15 hrs. 20 mins. *En route* Mr. Duke set up the record for the journey between London and Rome, his time being 2 hrs. 32 mins. 58 secs., thus beating the record of 2 hrs. 50 mins. established last November. Mr. Duke was taking the Hawker to Karachi as part of a delivery flight to the Pakistan Air Force. Before joining Hawker Aircraft in May 1948, and becoming one of their experimental test pilots, Mr. Duke spent two years as a Squadron-Leader at Boscombe Down. His confirmed wartime victories as a fighter-pilot total twenty-eight.

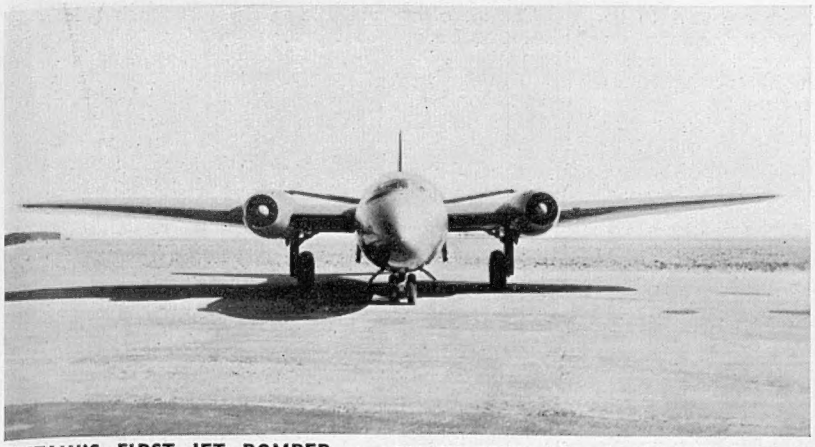


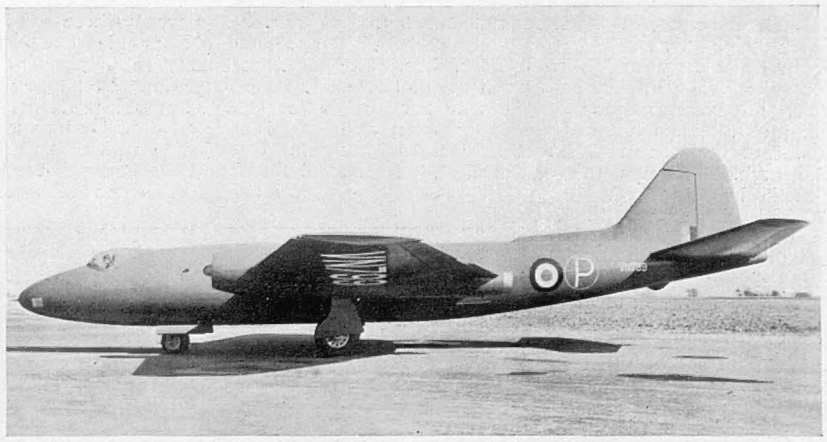
REVVING UP FOR A DAWN TAKE-OFF : The Hawker Fury in which Mr. Duke broke the Rome and Karachi records. His time was 3 hrs. 50 mins. less than the time set up in a Lancaster in 1946. The Fury was fitted with long-range petrol tanks, but in no other way differed from a standard service aircraft



THE NEW BRITISH JET FIGHTER BREAKS THE LONDON TO PARIS RECORD : This is the Hawker P 1052 which was piloted by Mr. Trevor S. Wade, chief test pilot for the Hawker Aircraft Company, when it flew from London Airport to Villacoublay Airport, Paris, in 21 mins. 27-4/5th secs. This is the fastest flight between the two capitals yet recorded. The P 1052 is powered by a "Nene" turbo jet. The average speed on the 221-mile flight was 618 m.p.h.

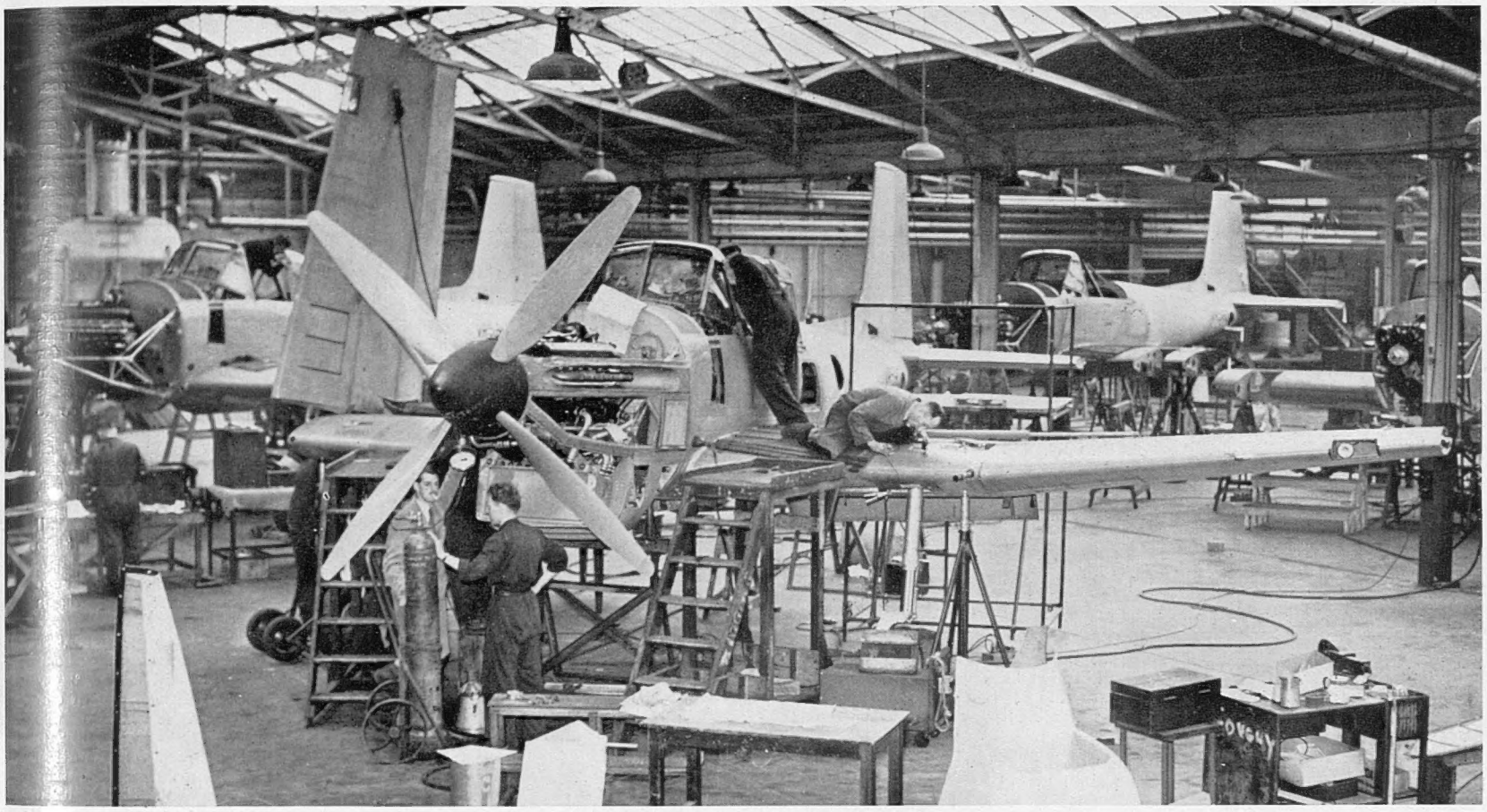






BRITAIN'S FIRST JET BOMBER—A HEAD-ON VIEW AND A SILHOUETTE OF THE ENGLISH ELECTRIC A 1 BUILT TO THE AIR MINISTRY'S B3/45 SPECIFICATION: The machine, which made its initial flight at Warton, Lancs., earlier this month, is powered by two Rolls-Royce Avon axial-flow turbines. So far these are the only details regarding the bomber which have been publicly released

When Mr. Arthur Henderson, the Secretary of State for Air, presented the 1949-50 estimates he made reference to the development of jet bombers "of exceptionally high performance." Now, under the name of the English Electric A 1, the first of those bombers has made its appearance and its first flight in the hands of Wing-Commander Beaumont was described as a complete success. The A 1 is intended as a medium-range, medium-size type. The designers have not attempted anything in the way of unorthodoxy in general configuration, but have confined themselves to a straightforward lay-out with exceptionally clean lines. The single tail unit has a tailplane with a small dihedral to clear the twin jet exhausts. Reports, which have appeared in foreign newspapers, claim a maximum speed of over 500 m.p.h. for the plane. So far as speed is concerned this would give it a fair chance against jet fighters. The Rolls-Royce Avons, which provide the power units for the bomber, were shown in public for the first time at Farnborough last September.

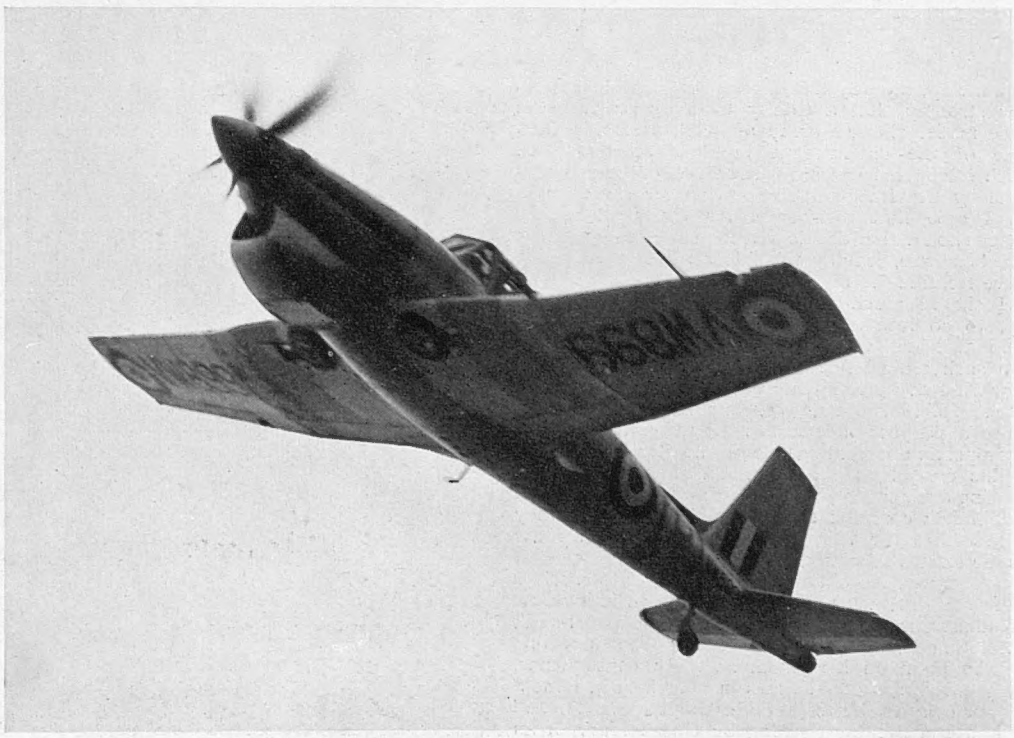


BUILDING THE NEW R.A.F. TRAINERS: Balliol Mark II's in the assembly shops at Wolverhampton. Boulton Paul are making these trainers in three versions, with an airscrew turbine, with a liquid-cooled piston engine, and with an air-cooled radial engine. Twenty years ago a machine with the characteristics of the Balliol would have been regarded as in the racing category. To-day they will be flown by men who have just completed primary training

The Balliol has been designed to meet the R.A.F.'s requirement for advanced training by day or night in flying, gunnery, navigation, bombing, photography, or glider towing.

The prototype Balliol II, fitted with a Rolls-Royce Merlin engine, is now undergoing tropical trials at the Ministry of Supply's establishment at Khartoum, and in the Wolverhampton factory the first of the "pre-production" batch of the same type, ordered by the Air Ministry, is nearing completion. In the near future the Air Ministry will decide whether to put the Balliol or the Avro Athena, built to the same specification, into full-scale production. Because a trainer is likely to receive rough handling the manufacturers have not only produced a robust aircraft but one specially designed for simple replacement of damaged parts. To reduce stocks of replacement components to a minimum the tailplane, elevators, ailerons, undercarriage units and wing tanks have been made interchangeable from port to starboard, and the fin is interchangeable with the tailplane.

On left—**THE P 1052 STREAKS ABOVE THE CLOUDS: An action study of the new British jet fighter in which Mr. Trevor Wade set up the Paris record. The P 1052 is a development of the straight-winged P 1040, and its naval counterpart the N7/46. With this new type Hawker's are obviously aiming at much higher mach numbers in the future. The most noticeable features of the P 1052 are the twin intakes at the wing roots and the split jet pipe. These features give more room for fuel tankage and thus more range. Weather conditions on the Paris flight were by no means ideal and Hawker's have stated that the performance of the P 1052 is not the best that it can give**



A BALLIOL MARK II IN FLIGHT, A TRAINING PLANE WITH A PERFORMANCE ALMOST EQUAL TO THAT OF THE FIGHTERS OF THE BATTLE OF BRITAIN: The Merlin-engined Balliol has a maximum speed of 305 m.p.h.; that with the Mamba airscrew turbine has a top speed of 307 m.p.h.; and the third version, with a Bristol Mercury radial, has a maximum speed of 280 m.p.h.

THE LOT OF BRITAIN'S OLD FOLK

The Vital Need for a Nation-wide Effort

By FERDINAND TUOHY

TWO street scenes, in Brighton and London, on successive days:

A frail old lady makes to enter a bus. She obviously expects a helping hand from the platform. Instead, the young conductor ignores her and, reaching out, assists a sturdy young woman and child out of their turn. The old lady sinks back to the kerb. "Always the babies first," I just hear as the bus draws off.

A frail old man with a white walking-stick taps and hesitates at the door of a shop. He peers closely at the window piled with familiar tins, then touches my sleeve. "Excuse me," he says very humbly, "but is this a grocer's?"

No one who has eyes to see or gives a scrap of thought to the subject can take credit for the state of affairs affecting old people in this country at the present time. There are voluntary bodies at work, whose efforts are the more laudable because of the puny finances, which is all that they have to rely upon—to say nothing of the cold equanimity in certain places, which they are up against. They will be the first to agree that this matter is now passing beyond the bounds of their gallant help and becoming—yes, a national scandal.

What is involved, really, is a clash of two states of mind. Those, far the more strident and, apparently, numerous, who believe in pouring out money on babies, children and adolescents, for whom the best of everything must be reserved as if by right; and others who hold that those leaving the world should be as comforted and attended to as those treading it, if only because the old have harder circumstances of body and mind to face.

There are, in fact, people who believe deeply that one owes as much to those who beget you, as to those whom one begets. The urgent problem in this troubled land—one more problem!—is to strike a juster balance in expenditure on, and treatment of, the young and the old. Urgent because things have latterly grown noticeably worse for old people, as a result of the Budget and from workings of nationalisation.

The effort is to keep this free of politics, yet facts must be stated regardless of whom or what is responsible for them.

Since the introduction of the National Health Scheme, people who would never have dreamed of sending their old folk to institutions are now doing so. To cite only one centre, the number is officially stated to have increased "amazingly" at Birmingham. Not only that, but the aged sick are being deposited at institutions for the mentally defective, there being not the remotest chance of hospitalisation for them.

All the medical journals agree that it is extremely difficult to secure admission to hospital for old people, and that doors are likely to be shut ever more firmly, the way things are going, which suggests very strongly that a totally fresh approach needs to be made. More worthy of quick attention than some of the extravagant building projects with which Ministers surround themselves, is the proposal made by the National Corporation for the Care of Old People that rest-homes for the aged and/or ailing should be developed in close co-operation with hospitals, leaving the latter to concentrate on active treatment.

I should much prefer some of the taxation I pay, to go into such an extension, than into the 10,000th school where education will be ladled out with such remarkable effect that pupils are known to reach leaving age without being able to read or write. Isolated cases, yes, but mention of them serves a purpose if it draws attention to the lack of proportion informing the whole juvenile budget at this crucial time for Britain. Splitting or not splitting one's infinitive can wait; other things can't.

Old folk cannot now even get a doctor, as they could before the Bevan dispensation. It isn't the middle classes speaking, but Stepney!

"Some are too old and helpless to get themselves registered with a general practitioner, as it involves attendance at a post-office, collecting a panel-card, completing it, and finding a doctor who is willing to take them on his panel. . . . In consequence, many old persons, sometimes in poor health, remain in their own dwellings (often in single rooms). . . ."

I interpolate the opening by Queen Mary of an Islington experimental housing scheme for the aged poor, thanks to Local Parochial Charities. There are seventy-three small flats, each carefully built and sited, and specially equipped for their purpose. Seventy-three—and there are said to be 500,000 old people existing on near-starvation rations, many in lodgings that would have made Dickens squirm! No; Islington shines a light into the future, but this problem is for NOW.

I have tried in vain to get hold of the Charter for Old People which Doña Eva Perón caused to be tabled at the Palais de Chaillot last autumn. We never hear the end of international appeals for children. More 's the pity that this deviation wasn't considered worth publicising. For this matter is of international concern just as much as the children are. Listen to this *envoi* by a *Times* correspondent.

"For many of the British who were in Berlin during the blockade, this familiar picture may well become symbolical. The tired old men and women trailing home scraps of firewood in handcarts from the Grunewald. . . ."

A SPICE OF VARIETY IN LONDON'S EAST END HOUSING: As part of their "mixed development" plan to relieve monotony in their rehousing and rebuilding programme, Stepney Borough Council are "mixing in" 220 cottage houses, some of which are already occupied. These dwellings, now rising up on former blitzed sites, will provide a welcome relief from the stereotyped house. The first 87 houses are in Lang Street, Bancroft Road

THE COTTAGE HOMES OF LANG STREET, STEPNEY: A new type of dwelling to combat the monotony of the East End's architectural scene

The lot of our old folk was grim enough before the latest Budget. For nine years they have stood the racket with the healthiest of us, having been given in the way of extras (so far as I know) only a little tea and tobacco. By increasing the price of bare necessities with no side glance at them, Sir S. Cripps has left the necessitous old in a position where they are reckoned to lack five shillings a week in spending their pittance on coal, gas, insurance, clothing, primitive household needs, shoe repairs, milk, tea, sugar, lard, butter, margarine, cheese, bacon, eggs, meat and a few off-the-ration foods no less imperative.

No mention, you will notice, of such self-indulgences as beer and "baccy" or bus fares. There are old folk who can't afford a meagre wireless repair, and "hundreds haven't been out of their own streets for years." The National Assistance Board has refused to remedy this situation, and the Government says it cannot afford the generosity—though they are ready to spend £5 a week on each inmate of the approved schools.

It just doesn't make humanitarian sense. One would say there 's a heartlessness abroad in the land but for the knowledge that heedlessness and headstrong political doctrine play their part. Yet in dad's day there was a politician full of doctrine who found time for the old, and his name was Lloyd George, who did more, relatively, with his first 10s. pension, than figure in all the paper schemes of to-day on behalf of the aged. And—whisper it—L.G.'s lieutenant in establishing some right to be old was Mr. Churchill.

This is very nearly a classless story. Jarrow is hardly a place associated with social drones or non-productive workers. Yet Jarrow's old people are hit just the same. A voluntary organisation is now trying out a scheme for delivering cooked meals in containers and "soon it is hoped to enlarge the service to 200 or even 300 meals."

"The Ministry of Food at first refused a licence, but a deputation led by the Mayor, Councillor Scullion, at last persuaded Dr. Edith Summerskill to permit the experiment to go on." With commendable literary restraint I forbear to put the last thirteen words in italics.

It is good to hear that a positive, unified step is about to be taken, which will carry the tragedy of so many of our old folks right before the nation. I refer to the campaign shortly to be launched by the National Federation of Old Age Pensioners' Associations, representing 4,000,000 citizens who, whatever their ages, have as much right to equality as the latest-born babe.

Mr. Melling, the secretary, says he produced facts and figures for the Minister of National Insurance, showing that 500,000 old folks are living below bare subsistence level, but that all Mr. Griffiths could say was: "Go to the Assistance Board" (which has refused to find another penny). The old people's case will rest on the premise that the pension increase from 10s. to 26s. has manifestly been largely washed out by the fall in the purchasing value of the pound.

The 26s. is now worth about 9s., which makes old people worse off by a shilling than they were before the war. Yet all round them is clamour by men and women in the pink of health, for ever higher wages, so that they may spend at the dogs and in coaching to football matches, in decking themselves out and enjoying holidays-with-pay and absentee vacations when the spirit moves.

"*Hundreds of old people haven't been out of their own streets for years.*" This time it does go into italics.

Deep down, I feel that a real enthusiasm could be worked up to better the lot of old people NOW—since lack of kindliness is not one of the things that can be charged against the people of this country. Lateness of perception is another matter. "Are We Mean?" asks a leading-article. It refers to European children. If applied to Britain's old people, the answer would be: "Yes, wretchedly!"

I would like to hear B.B.C. utterances by the best speakers, stirring us to action. Even a flag-day revival would not come amiss. Though it is too much to hope for an application of the remedy which foreigners would—indeed, do—seek in like circumstances: a State lottery repeated. With a fat percentage going to old people until they come by what they most miss and need: extra meat, fats, tea, tobacco, beer and stimulant, the wherewithal for some recreation, for a few of the comforts of life as the light burns low.

"YES FOR PEACE." "THINK OF YOUR CHILDREN, VOTE FOR PEACE": A freely-placarded polling-station in the Eastern Sector of Berlin during the election in the Russian area for the People's Congress. The ostensible purpose of the voting was to elect delegates to the Third People's Congress from a single list of candidates chosen by the Communist-controlled party of Socialist unity. Before they voted, however, the Germans in the Russian Zone and in the Russian Sector of Berlin were told with all the insistence of totalitarian propaganda that by voting "Yes" they would be voting for peace, for the unity of Germany, and the withdrawal of the occupation forces. In spite of this pressure 4,000,000 voted "No"

FOUR MILLION NOES

THE BIG ELECTION SURPRISE IN EASTERN GERMANY

And Other News from the Occupied Land

Something seems to have bitten the electors in Eastern Germany, just as it did the electors of the United States when the pollsters told them that Governor Dewey was a certainty for the Presidency. The Germans of the Eastern Sector of Berlin and the Eastern Zone of Germany were asked a fortnight ago to give a simple "yes" to the question of whether they wanted peace, security and the withdrawal of the occupation forces. That "yes," incidentally, also endorsed the candidates of the party list put forward for the Third People's Congress. The Germans, however, were not all prepared to give the facile answer required of them. Perhaps it reminded them too much of the monotonous "*Ja, Ja*" of Hitlerian days. At any rate, 4,080,272 "No" votes were cast as against 7,943,949 "Yes" votes. Communism could not have had a greater setback in Germany. There could have been no surer way of sending a message to the Democracies of the West that Eastern Germany was not wholly given up to Communism, that freedom still exerts a powerful attraction within the Iron Curtain. According to one theory, the Russians themselves invented this opposition vote, but most observers prefer to believe in the validity of those 4,000,000 resounding "Noes,"

"YES" OR "NO" WAS THE PROPOSITION BEFORE THE ELECTORATE: A voter records his choice in the polling-station on the corner of Sarrbricker Strasse and Schonhauser Allee, in the Russian Sector of Berlin

A MIGHTY SETBACK FOR COMMUNISM IN EASTERN GERMANY: Electors handing in their ballot papers in a polling station in Eastern Berlin. So astonishing were the results that some observers were inclined to believe that the Russians had perpetrated an election trick to impress the West with the existence of true democracy in the East. This theory, however, does not fit in with the obvious dismay registered by the Communist Press after the results became known

SELF-GOVERNMENT FOR WEST BERLIN: The three Western Commandants signing the new Charter granting wide legislative, executive and judicial powers to the City Assembly. It was described by Brig.-General Howley, the United States Commandant, who is seen with British and French colleagues in the centre of this picture, as a "tremendously important step towards making the unity of Berlin possible if the people on the other side of the town desire it"

GENERAL CLAY TAKES HIS LAST PARADE BEFORE LEAVING BERLIN: The Military Governor saluting at the lowering of the flag after witnessing a march-past of American troops. This was the usual Saturday afternoon retreat ceremony, but the crowds were greater than usual and many Americans in Berlin came to pay tribute to a commander who has won general popularity. When General Clay began his military governorship in 1945 chaos prevailed through the greater part of Germany. He has played no small part in the intervening years in bringing the country to its present position of economic recovery. To Berliners he became something of a hero because of his promptness in ordering the air-lift in reply to the Soviet blockade

SHANGHAI

WITH THE COMMUNISTS AT THE GATES

How the City Faced Up to the Civil War Crisis

As May advanced Maotze's armies, having taken Nanking and secured a full footing on the southern Yangtse shore, advanced on Shanghai, and the great metropolis, which has seen less of civil war than most of the great cities of China, girded itself for a siege. Along the Nanking Road, through Shanghai's heart, khaki-clad troops put up wires for military phones. Shanghai's black-clad police sought out Red underground agents, and on every hand was bustling activity as hotels and public buildings were converted into defence posts and all was made ready for the attack. By Friday of last week the Nationalist outer defence was still holding out, and the stubborn defence of the environs of Woosung—the front door of Shanghai harbour—was an indication that the Nationalist effort had heart in it. As a result of this Woosung repulse, the Communists applied pressure elsewhere along the front, moving troops into the Pootung Peninsula, which lies opposite Shanghai across the Whangpoo. One correspondent in Shanghai last week described the mood of the city as amazing. Chinese are going about their ordinary business as if nothing were happening on the outskirts. Foreign communities are carrying on business as usual, but there is very little of it.

COMMANDEERED BY NATIONALIST SOLDIERS: This river boat, plying between Shanghai and Chunming Island at the mouth of the Yangtse, was taken over by the military, but they allowed a few civilians to sail with them. The Nationalists hoped by keeping Chunming in their hands to prevent the Communists advancing on Shanghai through Woosung

THE WORK OF A NATIONALIST DEMOLITION SQUAD: A scene in the village of Tsolin after the bridge had been destroyed in order to slow up the advance of the Communists. A tremendous explosive charge must have been used, as the caption accompanying this picture states that nearly every building in the village was damaged

CAUGHT OUT BY THE COMMUNISTS' ENCIRCLING MOVEMENT: Nationalist soldiers preparing to load their gear into sampans at Chapu after they had had orders to retreat towards Shanghai and help strengthen the defences. At nearby Kashing their forces had been very heavily repulsed

FIRE IS STILL AN ALMOST DAILY OCCURRENCE IN THE REFUGEE CAMPS OF SHANGHAI, WHICH ARE MADE UP OF THE MOST INFLAMMABLE MATERIALS: *Left*—A father and child sitting amid the wreckage of their burnt-out temporary home. *Right*—A burnt-out area a few hours after it had been ravaged by fire. Already some of the 15,000 refugees who were crowded into this narrow space had begun to remake their homes. Since refugees began to pour into Shanghai at the beginning of this year this problem of fire in the refugee camps has been unceasing, and some unhappy families have been rendered roofless several times

CRACK POLICEMEN FROM THE SHANGHAI CENTRAL POLICE GARRISON ON DUTY ON THE ROOF OF BROADWAY MANSIONS, SHANGHAI : Attempts have been made to give the appearance that Shanghai would be defended to the last, but to any Western commander it might well appear as wide open and defenceless. These police defences in the centre of Shanghai were designed in large measure to help keep order in the city as the Communist threat steadiiy mounted

THE WAY OF THE TRANSGRESSORS : Two Chinese, their hands tied behind them and wearing placards proclaiming their crimes and sentences, are led out to their execution by members of the Shanghai Garrison Police. The doomed men were convicted of subversive activities and of silver currency manipulation. They were shot in the streets in view of passers-by, and in accordance with martial law

SITTING DOWN TO BOWLS OF RICE AND NOODLES : Police of the garrison force of the Nationalist Armies in their headquarters in Broadway Mansions

BUILDING SANDBAG DEFENCES IN SHANGHAI : The fact that half of the sandbags were rotten, revealing gaping holes, must have been noted by many citizens, just as they also noticed the general exodus of highly-placed citizens en route for Hong Kong, Taiwan and Canton. Even so, the Nationalist declarations regarding the last-ditch defence of Shanghai were uttered with monotonous regularity

SHANGHAI NOW A CITY OF BARTER : Because of the fantastic fluctuations in currency, Chinese merchants are now forced to pay their employees in goods. These goods range from pencils, socks and towels to shoes and articles of clothing. The employees thus paid must then try to swap their "pay" for what they need. So the sidewalks of Shanghai have become a giant barter mart where amateur hawkers peddle their wares

1. IN HIS FATHER'S FOOTSTEPS: Franklin D. Roosevelt, Jnr., at the microphone as he addressed a political rally in New York City

2. "DEV" BATTLES ON AGAINST PARTITION: Mr. De Valera, leader of Ireland's largest party, addresses an all-party meeting in Dublin. Behind him is Mr. John Costello

1. ANOTHER ROOSEVELT ON THE HUSTINGS AND IN CONGRESS: Franklin D. Roosevelt, Jnr., a son of the great F.D.R., has been elected to the House of Representatives from New York's Twentieth Congressional District to fill out the unexpired term of the late Sol Bloom. Franklin Roosevelt, Jnr., was running on the Liberal Party and Four Freedoms ticket, and he made quite a stir with his open-air meetings. He romped home an easy winner with 41,146 votes. Those of his Democrat rival, Justice Benjamin Shallesk, totalled 24,352. It is nearly forty years since his father contested a staunchly Republican Senatorial district of New York, and to the surprise of everyone, secured the seat.

2. IRELAND'S UNITED POLITICAL LEADERS: A crowd estimated at 80,000 strong turned out in O'Connell Street, Dublin, to hear the Coalition Prime Minister, Mr. John Costello, and the Opposition Leader, Mr. Eamon De Valera, denounce from the same platform the Ireland Bill which was being piloted through the British Parliament. Mr. De Valera told his audience that the British people were trying to evade their responsibility, having left Ireland with an intolerable situation. Mr. Costello said that by the Ireland Bill "Britain is sabotaging the defence of herself and her Commonwealth. She is endangering the defences of Western Europe. She is preventing Ireland from doing her duty as an international state because of a privileged class in the North of Ireland." In this picture showing the leaders together, Mr. Costello is seen seated between Mr. MacBride, Minister for External Affairs, and Mr. Norton, Minister for Social Welfare.

3 and 4. THREE MEDALS FOR THE CITY OF LYONS: The Legion of Honour, the Medal of the Resistance, and the Croix de Guerre were presented to the city by President Auriol on the occasion of his visit last week, and M. Herriot Mayor of Lyons and former Premier of France, was himself decorated with the Medal of the Resistance. Edouard Herriot gained his early fame as a man of letters. Although he rose to the highest political office in the French State, becoming Premier in June 1924, he has always taken a deep interest in local politics and a deep pride in the city of his adoption, Lyons. Herriot first became Mayor of Lyons in 1905, and one of his first acts in his long tenure of office was to develop the Lyons Trade Fair. All France to-day unites to honour him as a great patriot, and it will never forget his staunchness during the war when a prisoner in German hands.

NEWS FROM THREE CONTINENTS

A FOREIGN SURVEY IN PICTURES

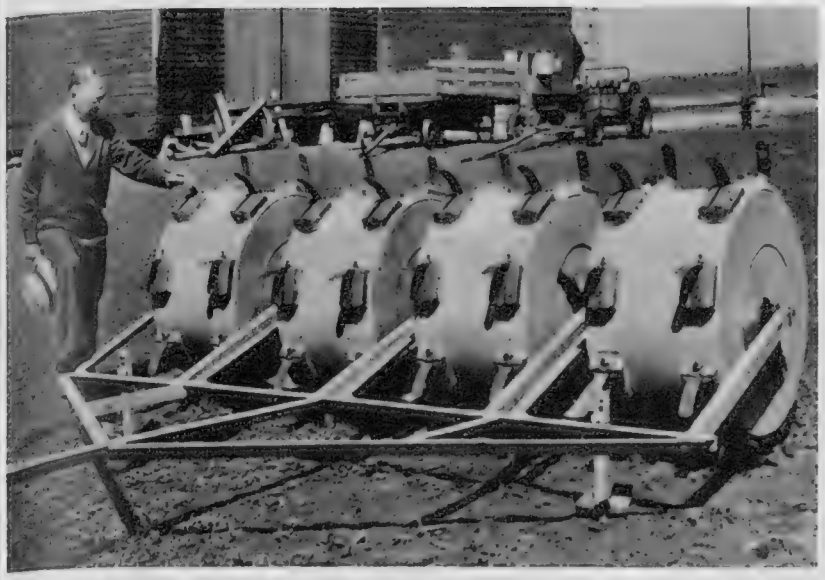
5. ARGENTINA TAKES OVER THE RAILWAYS: "The spirit of the Great Captain of the Andes is amongst us, and his face is illumined with a smile of satisfaction at the thought that Argentina's dream had been fulfilled." In this rather picturesque phraseology, Lieut.-Colonel Juan F. Castro, Argentina's Minister of Transport, concluded his speech in the White Salon of Government House, Buenos Aires, when, in the presence of President Perón, and Mr. Robert Montgomery,

"MEDICALLY DEAD"; NOW SITTING UP AND TAKING NOTICE: Mr. Reid C. Lewis, forty-six-year-old aircraft armament inspector, smiles from his hospital bed in Los Angeles after a dramatic recovery from an operation in which it was thought that he had died under the anæsthetic. Normal methods of resuscitation having failed, the surgeon remembered that if a bone is broken the shock sometimes revives the patient. He snapped Mr. Lewis's tenth rib and the patient revived

3. A GREAT DAY FOR LYONS: M. Vincent Auriol (right), President of the Republic, helps M. Herriot, the aged Mayor of Lyons, from the Tribune

4. HONOURING THE MEN OF THE RESISTANCE: President Vincent Auriol (left centre; wearing glasses) standing before the Resistance statue in Lyons

5. ARGENTINA COMPLETES THE RAILWAY DEAL: President Perón (second from right) hears Colonel Castro (left), announce the final act in the purchase from Britain



6. **IT PUNCHES PORES IN THE LAND:** Mr. Shonts, a Washington wheat farmer, displaying his invention designed to save topsoil from being carried away

7. **THE TWO-WAY REVERSIBLE PLOUGH:** This Californian invention is planned for high-speed ploughing at depth. Here the reversible knives are swinging over

Britain's legal and commercial representative, he announced the completion of the final phase of the sale of the British-owned railways to the Argentine Government for the sum of £150,000,000. The actual transfer of the railways to the State took place on March 1, 1948, the sales agreement having been signed on February 13, 1947. Colonel Castro also told his audience that the purchase price included extensive territories adjacent to the railways, which would one day be ripe for development and would greatly enrich the national patrimony.

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6 and 7. AGRICULTURAL INGENUITY FROM THE PACIFIC SLOPE: News comes from California and Washington State of two new pieces of machinery designed essentially for America's Western and Middle Western farmers. The machine, devised by Mr. Homer K. Shonts of Washington State, is to save land in states where heavy eroding influences are at work. Shonts calls his machine the "H.K.S. Land Saver." It will punch 28,000 holes when covering an acre of land. These holes are intended to absorb rainfall, and to keep the rain from carrying off topsoil in run-offs to lakes and rivers. The two-way reversible plough, which comes from the Atlas Scraper and Engineering Company of Bell, California, consists of a rotating frame to which two sets of plough tongues are attached. The plough makes a deep quadruple furrow in one direction, and then, changing knives, reverses. It is said to be swift and economical, making a series of smooth, even furrows across the land.

8. KING GUSTAV'S RETURN: The King of Sweden, who celebrates his ninety-first birthday in a fortnight's time, spent his usual spring holiday on the Riviera, staying at his favourite resort, Nice, and when this picture was taken was on the way home to Sweden *via* Paris. Travelling with him was his physician, Dr. Kesserman, who is seen at the King's left hand. The Swedish Ambassador to France, Mr. Karl Ivan Westmann, also gave the King a helping hand as he left the Gare de Lyon.

9. NORWAY'S NATIONAL DAY: May 17 is a public holiday in Norway for it celebrates the Constitution of 1814 when the country, having been ceded to the King of Sweden by the King of Denmark, decided to assert its freedom. This year crowds thronged the streets of Oslo for the occasion, but the day was wet and overcast, and those who usually don springlike clothes were unable to do so. For two hours a procession passed in front of Oslo's Royal Palace, and there King Haakon, surrounded by members of the family, returned the greetings of the people.

10. AFTERMATH OF THE TURIN AIR DISASTER: A commemorative mass for members of the celebrated Turin soccer team was held in the National Stadium, Rome, earlier in the month and attended by many prominent personalities in Italian life, including the Prime Minister, Signor de Gasperi. The service ended with a ceremony in which the National Stadium was renamed the Torino Stadium in memory of the players who were killed on returning from the Portuguese tour.

8. **KING GUSTAV OF SWEDEN IN PARIS:** The head of the House of Bernadotte at the Gare de Lyon on his return from a Riviera holiday

HIS LIFE STOPPED FOR TEN MINUTES: Mr. and Mrs. Francis M. Page, of Mojave, California, anxiously watch their four-year-old son, Lawrence, breathe oxygen in a hospital at Pasadena two days after the boy had apparently died from injuries received in a serious traffic accident. Lawrence stopped breathing for ten minutes shortly after being hit by a car, but doctors succeeded in reviving him with a stimulant which was injected into his heart

9. **IN OSLO ON NORWAY'S NATIONAL DAY:** King Haakon and members of his family watching a demonstration from the Palace balcony

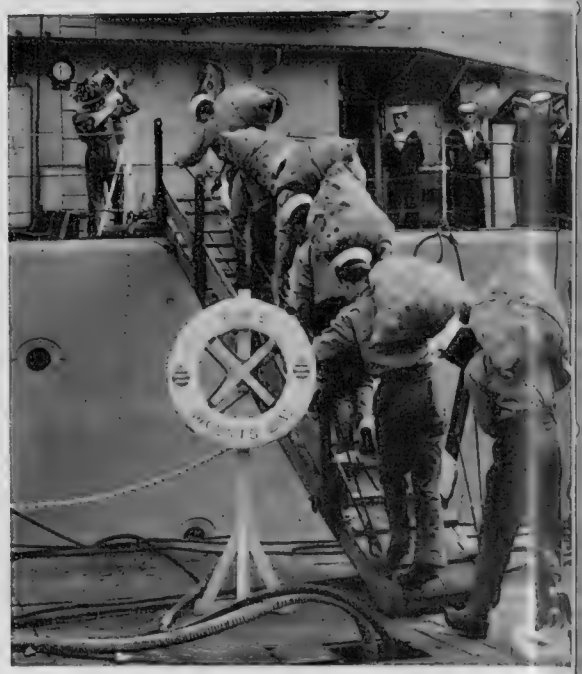
10. **ROME MOURNS THE DEATH OF TURIN'S FOOTBALLERS:** Mass is said in the arena (renamed Torino Stadium) for the members of the team killed in the Superga air disaster

Naval Affairs

WARSHIPS FOR HONG KONG

AMERICA'S LATEST SUPER-CRUISER: A FRIGATE FOR THE PORTUGUESE NAVY: THE ADMIRALTY'S PROFFERED GIFT

THE "SALEM" MAKES HER BOW—ANOTHER NEW HEAVY CRUISER JOINS THE UNITED STATES NAVY: The U.S.S. "Salem" preparing to leave the yards of the Bethlehem Steel Company at Quincy, Massachusetts, prior to running her trials and delivery. The *Salem* is a sister-ship of the *Des Moines*, also built in the Quincy Yards, and the *Newport News* now completing at Newport News, Virginia. These ships, representing an expansion of the Oregon City design, with the same engine power but increased fire power, are the most formidable cruisers in the world. Their 8-in. batteries are capable of firing at battle ranges approximately four times faster than any guns of the same or larger calibre. In these guns cartridge-cases have replaced wrapper charges, and shells have an automatic fuse setting. Much extra tonnage is absorbed by rapid-loading gear and extra magazine space, but this has in part been discounted by reduction in complement compared with the complement of the Oregon City cruisers

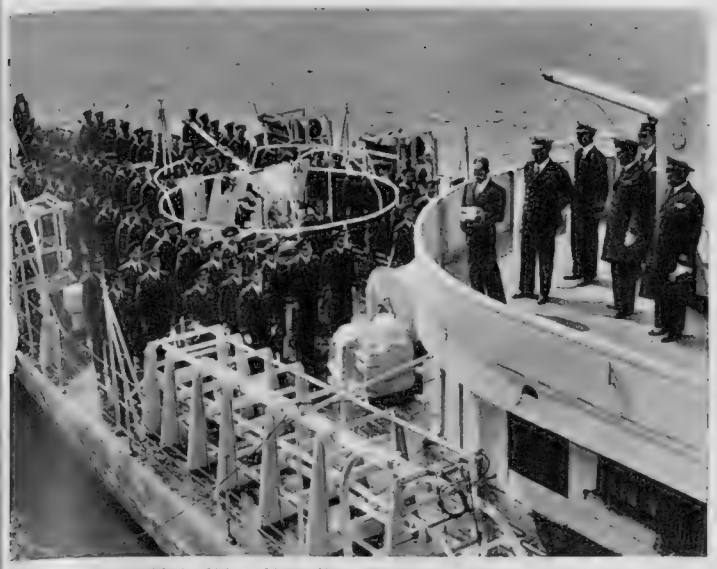


THE "SPUDS" GO ABOARD THE FRIGATE "MOUNTS BAY": Ratings taking on stores for the galley before the warship left Chatham for the Far East to strengthen our British naval forces in the Crown Colony of Hong Kong. The "Mounts Bay" sailed from the Medway last week, her first port of call being Malta

With the arrival of the frigate *Black Swan* at Hong Kong all the British warships damaged in the Yangtse battle, except the *Amethyst*, have returned to the Crown Colony. Meanwhile naval, air, sea and land reinforcements are on their way to Hong Kong and the warships already there will be strengthened by the arrival of the cruiser *Jamaica* (from the West Indies Squadron), the destroyer *Comet* (from U.K.), and the frigates *Mounts Bay* and *Morecambe Bay* (also from U.K.). The cruiser *Mauritius* is on her way to the East Indies Station, Trincomalee, and would therefore be within comparatively close call should an emergency arise as the Communists sweep south into South China in order to take the City of Canton. Among the land forces on their way to Hong Kong is a battalion of the Leicestershire Regiment. A squadron of Spitfires is also being transferred from Malaya to the Far East.

SOME DO'S AND DON'TS FOR THE CHINA STATION: Leading Steward Leungwoon Chen, of Hong Kong (third from left), and Chief Steward Ku Hsinkieh, of Wei Haiwei (second from right), give three members of the crew of the frigate H.M.S. *Mounts Bay* a first-hand account of life in China, before the vessel's departure for the Far East. The friendly chat took place on board the frigate at Chatham

H.M.S. "MOUNTS BAY," THE BAY-CLASS FRIGATE NOW ON HER WAY OUT TO THE CHINA STATION AS THE THREAT TO BRITISH INTERESTS DEVELOPS: The "Mounts Bay," one of five warships being sent to reinforce the naval command in the Far East, has a displacement of 1,600 tons. Vessels of this class have shown excellent sea-keeping qualities in spite of considerable top weight, and they have even ridden out China Sea typhoons without mishap

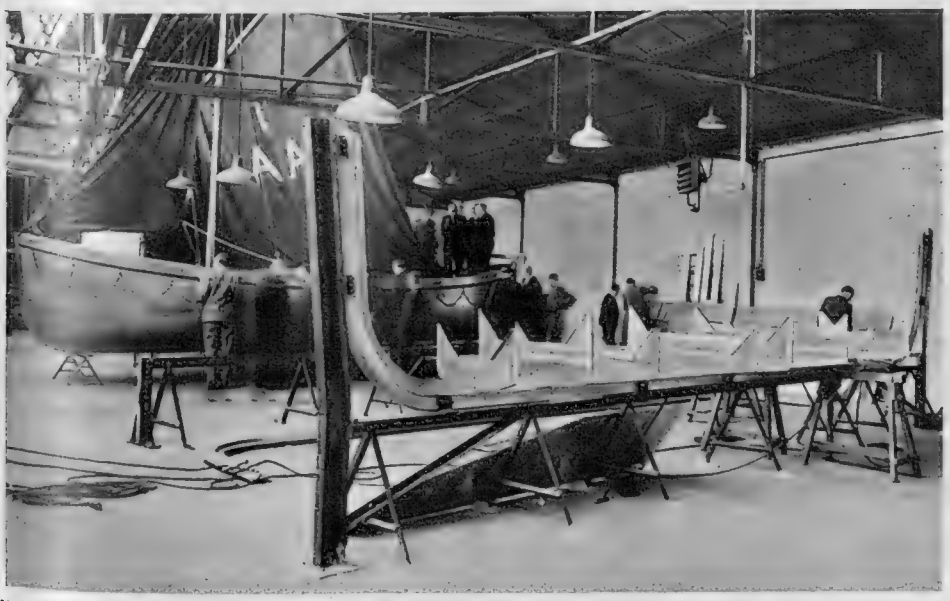


BRITAIN TRANSFERS YET ANOTHER FRIGATE TO A FOREIGN NAVY: Dr. Henrique Caldeira Queiroz, the Portuguese Chargé d'Affaires, speaking from the gun platform of the 1,460-ton frigate "Avon" as the warship was handed over at Plymouth to the Portuguese Navy. The vessel has been renamed the *Nuno Tristao*. Admiral Sir Robert L. Burnett, Commander-in-Chief, Plymouth Command, declared in a brief speech that he hoped the *Nuno Tristao* would be used in the preservation of peace. Since the war British frigates have been transferred to the Danish, French, Dutch, Burmese and the Indian Navies

THE HOISTING OF THE PORTUGUESE ENSIGN AS H.M.S. "AVON" BECAME THE "NUNO TRISTAO" OF THE PORTUGUESE NAVY: By the aft gun turret stood the Commander-in-Chief, Plymouth, Admiral Sir Robert Burnett, and also the Portuguese Chargé d'Affaires

AWAITING ACCEPTANCE BY ANY TRAINING ORGANISATION—AN ADMIRALTY YACHT OFFERED AS A GIFT: The "Amaryllis," a wooden yacht of the '80's, at anchor near Dartmouth. She has been offered to any organisation which has about £2,000 to spend on repairs

ON BOARD THE YAWL-RIGGED "AMARYLLIS" AT MILL CREEK, DARTMOUTH: This view of the weather-beaten decks exemplifies the extensive refit which is needed in order to make her seaworthy. The refit, which would be carried out by those who accept the vessel as a gift, would cost between £1,500 and £2,000. "Amaryllis" was made famous through the round-the-world voyage of Captain Muhlhauser. The vessel, with its two masts, the after one small and stepped far astern, is also equipped with auxiliary power. The mainmast of a yawl-rigged craft is tall and is capable of carrying several sails. The mizzenmast carries only one sail, which, projecting over the stern, helps to ease steering. The *Amaryllis* is of 37 tons Thames measurement



NEW LIFEBOATS BUILT OF BIRMABRIGHT ALUMINIUM — LAYING THE KEEL OF A GREGSON UNSINKABLE CRAFT ALONGSIDE A FINISHED BOAT AT A ROCHESTER FACTORY: The larger-type boat, with a length of 30 ft., will have a seating capacity of up to sixty persons

THE MAYOR OF ROCHESTER INSPECTS ONE OF THE NEW ALUMINIUM LIFEBOATS: Alderman A. C. Lyle, wearing his chain of office, standing in a Gregson lifeboat built of Birmabright corrosion-resisting aluminium alloy. This is the first time that the aircraft principle of stressed-skin construction has been used in lifeboat design

In Soviet Russia Now

THE PUSHKIN CELEBRATIONS

And Some Stalin Prizewinners

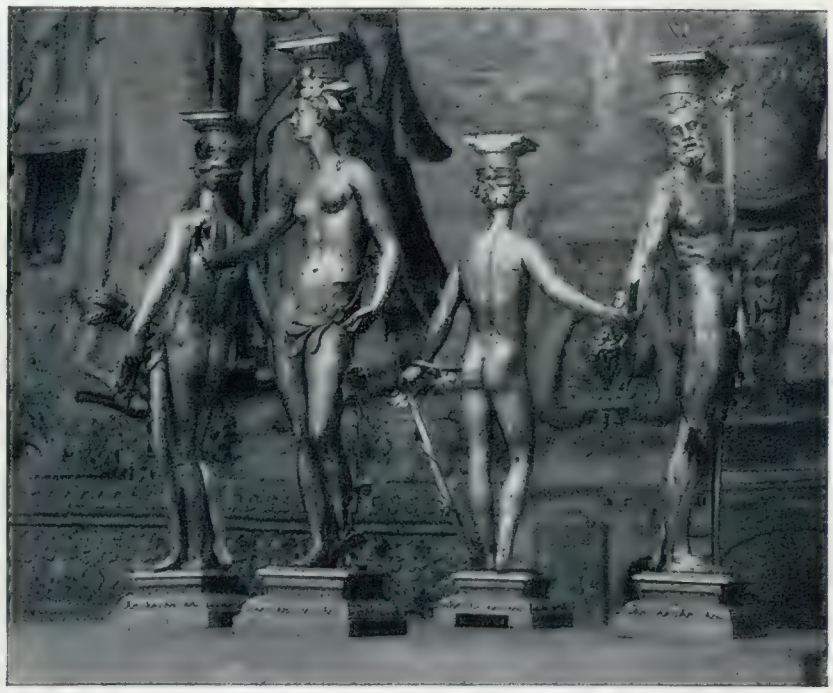
A MIGHTY STAGE SET AT MOSCOW'S BOLSHOI THEATRE : This setting is for the second act of Glinka's opera *Russlan and Ludmilla*, after Pushkin's poem of the same name, which is being presented in the Soviet capital to mark the 150th anniversary this week of the birth of Alexander Pushkin, the great Russian romantic poet. Although of an old noble family, Pushkin is still idolised as one of the greatest figures of Russian literature. During his stormy career he was banished to Bessarabia for writing an Ode to Liberty, and on countless occasions found himself up against Tsarist authority. Many of his poems are said to be closely modelled on the work of Byron

"VICTORY," BY KRIVONOGOV : This dramatic picture of Red Army troops celebrating the close of hostilities in the Second World War has recently been awarded one of the Stalin prizes for painting

"THE DEATH OF HITLER" : A Stalin Prize has just been awarded to the Kukryniksy trio of Russian painters, Kupriianov, Krylov, and Sukolov, for this portrayal of the last moments of the doomed Hitler in the Berlin bunker. It shows the Führer entering a room in the cellar to bid farewell to his staff. It has been established that on the previous night all the band, about twenty in number, had drunk and sung to the music of a gramophone. But Hitler had withdrawn to his room. Early in the morning he received reports of the units still fighting. Then his chauffeur was ordered to find 200 litres of petrol. The fuel was to burn the bodies of Hitler and Eva Braun. After lunch Hitler came to say farewell. And the broken generals still crouched in the room as the shot rang out that killed Hitler

"HOME FOR VACATION" : Another Stalin prize painting; the work of F. Reshetnikov. The young recruit from the military academy returns on holiday

THE ART OF NIKOLAUS SCHMIDT, MASTER GOLDSMITH OF NUREMBERG: This richly ornate dish and jug of the late sixteenth century are inlaid with plaques of mother-of-pearl. The jug is particularly ornate, and under the spout is a sculptured female figure. This is one of the outstanding exhibits of goldsmiths' and silversmiths' work in the Exhibition of Art Treasures from Vienna held at the Tate Gallery in London



THE ART OF WENZEL JAMNITZER, VIENNESE GOLDSMITH AND SCULPTOR: These four gilded bronze statuettes at one time supported a large silver fountain worked by water-power. Wenzel Jamnitzer, member of a celebrated family of goldsmiths, started this commission for Maximilian II in 1557, and delivered it to Rudolf II at the Castle in Prague. The "water-works" were melted down in 1747 after having been used as a table decoration

THE PYRAMID OF ROCK CRYSTAL: The giant crystal block used for this ornament which bears the date 1653 and the initials of the Emperor Ferdinand III, is said to have been given to the Emperor in 1652 at the Diet of Regensburg, by Duke Eberhard III of Wurtemburg. Five sections of the pyramid, built one above the other, have been cut from the large block, so that the piece hollowed out of the lower section provided the material for the next section above. The pyramid was the work of Dionysio Miseroni

"ABRAHAM LEAVES HIS NATIVE LAND AND AT GOD'S BIDDING GOES TO EGYPT": This fine tapestry, from the Brussels workshop about 1550, is part of a series of ten tapestries depicting incidents in the life of Abraham. Unfinished pieces from the scenes are at Hampton Court, Munich and Madrid. Two of the weavers' marks on this particular panel may be those of the Brussels weavers, Pieter van Aelst and Willem Pannemaker. The majority of the tapestries in the Vienna collection are from the Brussels workshop

AUSTRIA'S GREAT ART HERITAGE

More Treasures From the Tate Gallery's Loan Exhibition

Hung with tapestries and filled with armour, goldsmiths' work and other objects, the great sculpture gallery at the Tate now presents a magnificent spectacle, evidence not only of the acquisitiveness of the Habsburg Emperors and, with a few exceptions, of their good taste throughout the ages. These exhibits form a not inconsiderable part of the Art Treasures from Vienna Exhibition which has been organised at the Tate with the assistance of the Arts Council of Great Britain and the generous co-operation of the Austrian Government. Last week a number of paintings and other works from the exhibition were illustrated in THE SPHERE, and on this page is a further selection from the finest display in London since the French Tapestry Exhibition

A MONSTRANCE CLOCK FROM AUGSBURG: This intricate piece of work was by Nicolaus Plankh, a German clockmaker who flourished at the beginning of the seventeenth century. On the octagonal foot are hammered reliefs and on the clock face are freely applied ornaments

"THE TRIUMPH OF CUPID" REPRESENTED IN A SILVER GILT DISH BY CHRISTOPH JAMNITZER: The triumph is shown in hammered and partly-cast high relief. On the edge are four seated putti representing the four continents. The silhouette-like reliefs on the edging are allegories of the elements. Christoph Jamnitzer, goldsmith of Nuremberg and Master in the Guild in 1592, was the son of Hans Jamnitzer and was one of the most important members of a Viennese family of goldsmiths, celebrated through generations

Three Castles in the News

HURSTMONCEUX, CONWAY and CHILHAM

WORKING WITH A SOLAR MICROMETER AT THE NEW HOME OF THE ROYAL OBSERVATORY: A skilled operator at work in the solar building in the grounds of Hurstmonceux Castle, Sussex. Through the window can be seen the battlements of Hurstmonceux, which was built by Henry VI's Treasurer, Sir Roger de Fiennes. The castle was sold to the Admiralty some years ago by Sir Paul Latham, and there the Astronomer Royal and his staff are now supervising the gradual transfer of the very elaborate Greenwich equipment

GUARDIAN OF THE WELSH MARCHES—CONWAY CASTLE ON ITS ROCKY SITE ABOVE THE RIVER CONWAY, ONE OF THE MOST MAGNIFICENT RUINS IN ALL WALES, IS NOW THE SUBJECT OF AN ADVERSE REPORT: The report, issued by the Ministry of Works, states that the fabric is undergoing a general though slow process of disintegration and that a scheme of preservation should at once be put into effect. The cost of repairs is estimated at £140,000 in labour alone

Conway to-day has a general air of untidiness and of failure to respect the dignity of one of the most superb military conceptions of the Middle Ages. It was one of the six castles erected by Edward I to consolidate his conquests, and it was there in 1294 that Edward was besieged.

As a result of the intervention of the President of St. John's College, Oxford, and other public-spirited persons, the crumbling condition of Conway Castle was made known last autumn, and now a detailed Ministry of Works report amplifies their grave findings about the castle's tragic drift towards dissolution. The report of the Ministry of Works states that there are defects in parts of the walls which, if not attended to, must have serious consequences. These defects are caused chiefly, it seems, by percolation of water. The wall-tops, to which no waterproofing treatment has been given, are mostly overgrown with ivy and vegetation; large portions of the parapets have disappeared, and the masonry remaining is mostly loose and crumbling. In a series of recommendations the report states that the work most urgently required is the consolidation of those parts of the castle's curtains and towers where the rock has scaled away from the bases. This, it is added, can best be effected by cutting a level base to the rock and building up new masonry flush with the existing wall face. The report concludes: The full extent of the work which is regarded as necessary to preserve the ruins can perhaps best be realised if expressed in terms of man-power based on the Ministry's experience of preservation work on ancient monuments. The approximate area of the castle walls is 35,000 square yards, and it is estimated that the work of treating them, will occupy 12 men for 18 or 20 years

THE STATELY BATTLEMENTS OF FOURTEENTH-CENTURY HURSTMONCEUX CASTLE : The new home of the Royal Observatory. Removal of the Observatory from Greenwich became unavoidable when it was recognised that London's smoke and bright lights, allied to the poor climate, were making observations almost impossible and threatening the accuracy of the world's timekeeper. The castle was recently restored and is now probably the finest early brick building in England

Back in the seventeenth century, when Greenwich was a sleepy Thames-side village, Charles II, with an eye to Britain's maritime supremacy, took bricks from Tilbury Fort, lead from the Tower of London, and sundry monies from the sale of spoiled gunpowder, and built himself a Royal Observatory there—at a cost of, perhaps, £500 sterling. Almost three centuries later, Greenwich Observatory is moving to the country—to stately Hurstmonceux Castle, built by Henry VI's Treasurer, Sir Roger de Fiennes, 55 miles away on the Sussex Downs. Greenwich Mean Time will not be affected, however. In the five years needed to effect removal of all the Observatory's delicate instruments, calculation of Mean Time is being made by special Observations at Greenwich and Hurstmonceux. The actual clocks have been moved to Abinger. Supervising the removal is Britain's Astronomer Royal, Sir Harold Spencer Jones, present-day successor to the first of his line—the Rev. John Flamsteed, installed at Greenwich by Charles II. Last week the Admiralty was able to announce the gift to the Observatory of a 98-in. diameter Pyrex glass disc for use in the new Isaac Newton telescope to be erected at Hurstmonceux. The donors are the McGregor trustees of Michigan University

On right—**A KENTISH CASTLE IN THE MARKET : It is understood that Captain Somerset de Chair is to sell Chilham Castle, overlooking the Stour Valley in East Kent, together with the surrounding estate of 14,000 acres. He bought the property in 1944 from the trustees of the late Sir Edmund Davis. The castle was built about the year 1616, and the design is attributed by some authorities to Inigo Jones. Chilham has the dubious distinction of being one of the first villages in England to have been bombed in the Second World War**

BLAISE CASTLE HOUSE, HENBURY, WHICH LIES FOUR MILES NORTH-WEST OF BRISTOL, HAS BEEN OPENED AS A FOLK MUSEUM AND A BRANCH OF BRISTOL CITY MUSEUM: This dignified late Georgian mansion, built in 1795 by Patey, who did much work for the Quaker banker, J. S. Harford, has been owned by the Bristol Corporation since 1926. It was opened recently by Lord Stanhope as a museum devoted to objects which illustrate various aspects of the life of the people, their trades and their crafts. The crafts illustrated are for the most part those of workshop, farm and home. It is proposed eventually to develop part of the estate of 400 acres as a folk park

BRISTOL'S FOLK MUSEUM

THE OPENING OF BLAISE CASTLE HOUSE

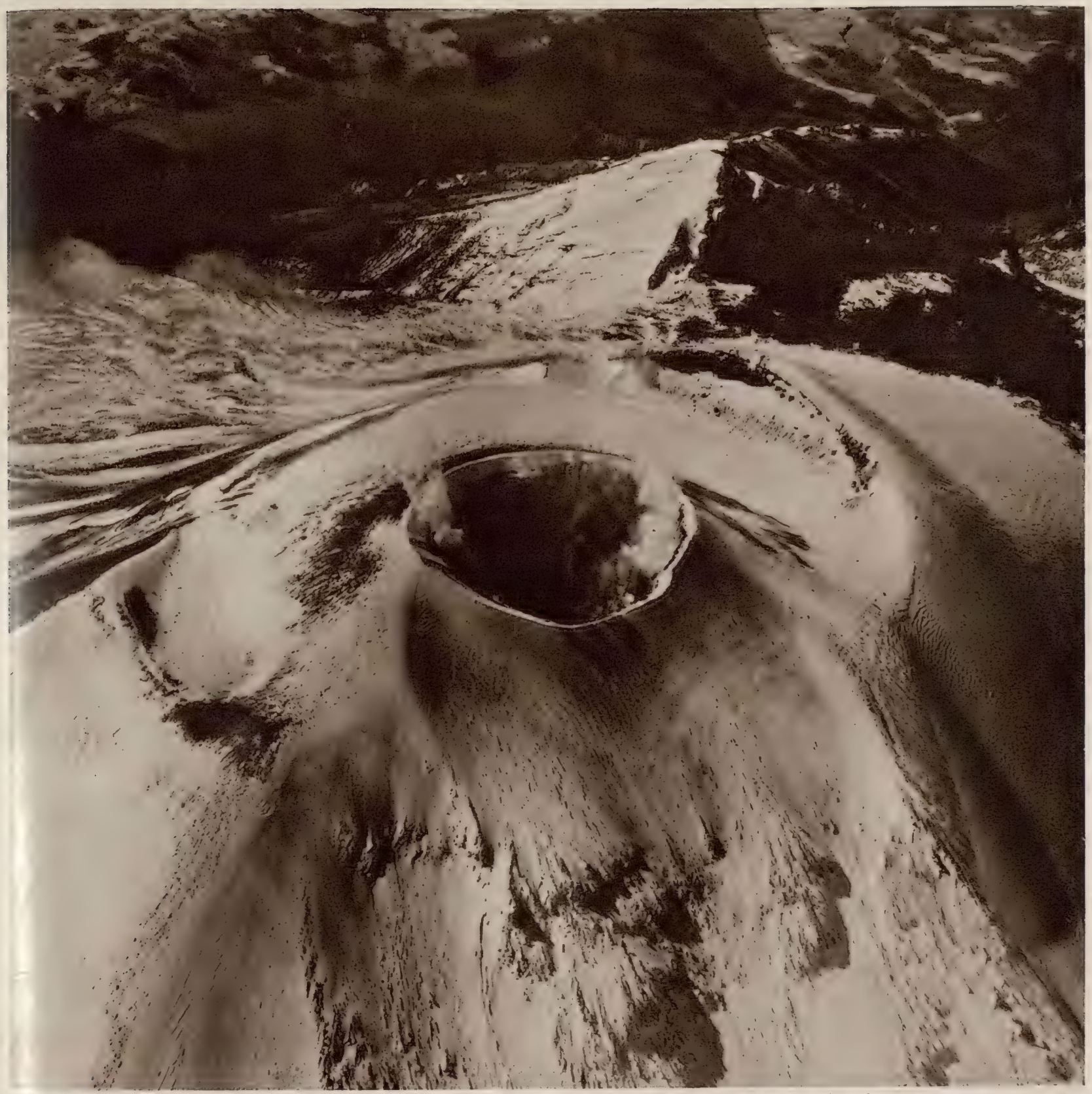
Illustrating the Life and Crafts of Other Days

Earl Stanhope, Chairman of the Standing Commission on Museums and Galleries and Chairman of the Trustees of the National Maritime Museum, opened a unique new museum at the beginning of the month when he visited Blaise Castle House at Henbury, near Bristol. This new folk museum, illustrating the crafts of workshop, farm and home, is most attractively laid out, and it is hoped that the whole estate may one day comprise a folk park rather on the lines of the folk park near Copenhagen.

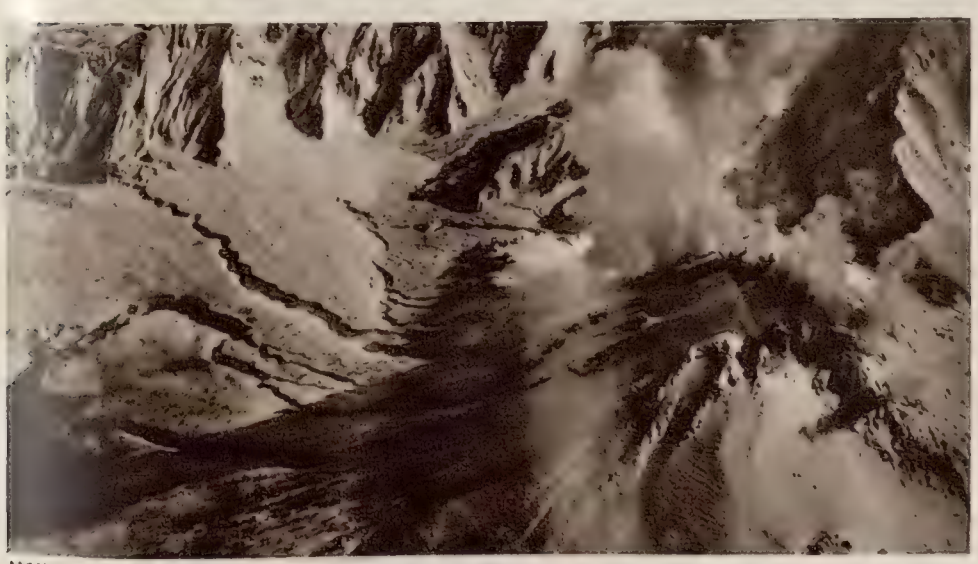
Blaise Castle House, which was built by Patey and improved by Nash and C. R. Cockerell, is linked with the names of John Scandrett Harford, the Quaker banker for whom it was built, and his son, of the same name, a distinguished writer on religious subjects, a foremost opponent of Robert Owen's socialist theorising, and a man of many good works both in his native Gloucestershire and in Cardiganshire. As a young man, John Scandrett Harford Jnr. lived in Rome, where he formed a friendship with Cardinal Ercole Consalvi and, through him, obtained an interview with Pope Pius VII to seek his influence in putting down the Spanish and Portuguese slave trade. He possessed great taste in art, and the pictures which he collected on his travels he brought back to adorn the walls of Blaise Castle House.

THE ANCIENT HEARTH AT BLAISE CASTLE HOUSE: Various forms of spit are illustrated, and other appointments of the farmhouse. One of the spits was of the kind turned by a dog. Cooking vessels, rushlight holders, and a most curious selection of nutcrackers are to be seen

ILLUSTRATING THE OLD-TIME CRAFTS OF THE WEST COUNTRY: *Left*—A full-size model of a cooper's shop, as it appeared in Bristol's earlier days. *Right*—A plough with wooden mould-board for use with oxen. On the walls are sickles, scythes, hay-forks, yokes for ploughing oxen, and a host of other agricultural instruments of many types, most of them now obsolete. The life of the farm is also shown by horse brasses, and instruments for scaring birds



THE LARGEST, ANGRIEST, MOST ACCESSIBLE AND MOST TREACHEROUS VOLCANO ON THE MAIN ISLAND OF JAPAN: An aerial view of the gaping crater of 8,260-ft. Asama-Yama. The symmetrical cone rises like a gigantic ulcer to a height of 5,080 ft. above the Karuizawa Plain, which it shakes to its centre and covers with ashes whenever it is in one of its truculent moods. This picture was taken on reconnaissance by a pilot of the United States Air Force, who reported that Asama, as it usually does in May, was showing a return to its springtime activity. Last year it suddenly erupted, but soon returned to normal



MOUNT AKAKURA ALSO SHOWS SIGNS OF ACTIVITY: One of Japan's lesser volcanoes, with steam fissures making an ominous appearance near the crest. It was photographed by the same American pilot who took the picture of Asama-Yama, illustrated at the top of this page

JAPAN'S ACTIVE VOLCANOES

Asama-Yama and Akakura Both Exhibit Danger Signs

Mount Asama-Yama, where renewed activity is reported, would seem to have a special grudge against mountaineers. This baleful monster on the main island of Japan is easily approached and easily climbed, but time and time again when awe-inspired spectators have assembled at the summit, it has spouted out thousands of tons of molten rock, killing some and maiming others. At the beginning of the century it was the custom to "close" the mountain to climbers in autumn and "open" it in May. In 1911, on the day after the official "opening," while pilgrims were gazing into the vent, a tremendous outburst occurred. There was a similar outbreak in 1912, when a party of Karuizawa residents was at the summit. Neither of these outbreaks was comparable to the fearsome eruption of 1783, which lasted 88 days and spread terror and devastation for miles around. On that occasion the lava stream swept through 48 villages, and destroyed a celebrated primeval forest, one of the show-places of Japan. The area round about was turned into a wilderness, and any extensive cultivation was impossible for years. The crater of Asama is about one-third of a mile in diameter, and 600 or more feet deep. Of recent years the crater has been steadily filling up. The view from the summit is magnificent, and on a really clear day Fuji can be seen far to the south, and far to the west the blue of the Japanese sea.

The HOLLAND TUNNEL DISASTER

ON FRIDAY THE THIRTEENTH

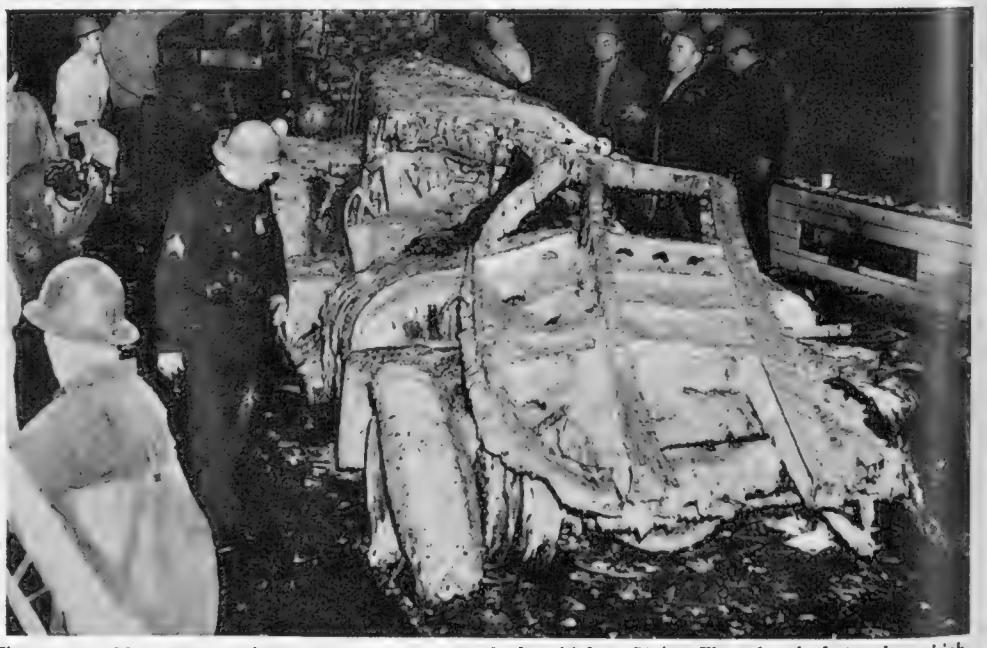
The Roadway Under the Hudson River, New York, Involved in a Mighty Chemical Explosion

Via the Holland Tunnel, opened in 1927 after seven years of construction at a cost of 48,000,000 dollars, much of Manhattan's traffic makes its way into Jersey City. Between eight and nine in the morning, when the business of the day is getting under way, the tunnel under the Hudson takes a heavy load. It was at 8.48 a.m. on Friday the Thirteenth of May, that a 16-ton trailer-truck blew up when within half-a-mile of the Jersey City exit. The explosion of the drums of carbon-disulphide in the trailer-truck set off a chain reaction of fires and blasts that ripped off huge sections of the tunnel's roof and walls, reducing a dozen or more giant trucks to a mangled and heat-fused mass of wreckage. Twenty-three trucks in all were counted as damaged or destroyed. Sixty-six people were injured. At 6.20 p.m. on the same evening, hours after the tunnel fires had been declared extinguished, three drums, believed to have been in the disulphide cargo, caused a renewed blast, and as a result of the two explosions, men toiled all through the night to clear the tunnel of wreckage.

WHAT HAPPENED AFTER A 16-TON TRAILER TRUCK LOADED WITH CHEMICALS, IN CONTRAVENTION OF REGULATIONS, HAD EXPLODED IN THE HOLLAND TUNNEL RUNNING BENEATH THE HUDSON RIVER, NEW YORK: Wrecked vehicles and the wrecked roof of the tunnel, which was reduced to this chaotic state over a distance of 100 yards by the explosion of inflammable and volatile carbon disulphide. Twenty-three vehicles in all were damaged or destroyed in the tunnel, many of them being melted in a heat which at its peak registered 4,000 deg. Fah. Most of the injured were drivers, and police and firemen from New York, New Jersey, and the Port authority

A TRAFFIC JAM AT THE LINCOLN TUNNEL: As a result of the closing of the Holland Tunnel, much traffic was diverted to the nearby Lincoln Tunnel, also connecting New Jersey and New York. This picture shows traffic crawling towards the New Jersey entrance

HAULED OUT TO THE MANHATTAN SIDE OF THE HOLLAND TUNNEL: The wreckage of the 16-ton trailer which carried the drums of carbon disulphide which wrought such havoc in the Holland Tunnel. With equipment ranging from sledge-hammers to bulldozers, a crew of 150 worked all through one night to clear the tunnel for traffic



THE START OF SALVAGE OPERATIONS WITHIN THE TUNNEL: *Left*—Firemen making preparations to remove a wrecked vehicle. *Right*—The chemical truck, which exploded, seen covered with a thick coating of foam. The Holland Tunnel takes an average of 3,600 vehicles an hour in each of its two lanes. During the chaos after the explosion this traffic was diverted to the Lincoln Tunnel, the George Washington Bridge and the ferries.

ETCHED ON ENGLISH HILLSIDES

The White Horses and Other Emblems Again Bestride the Downs

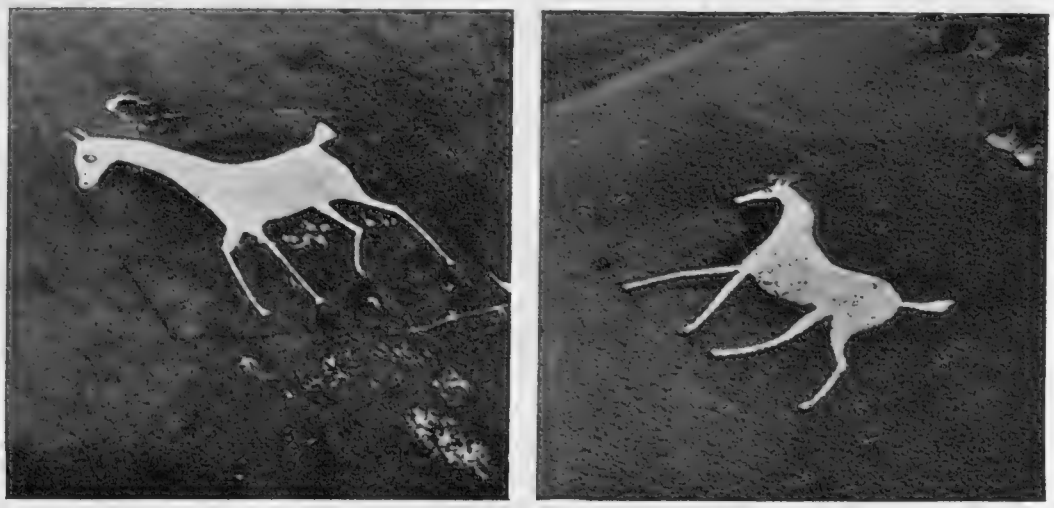
Bestriding the lush downs of Southern England are pictures—all finely-drawn—just cleaned of their wartime camouflage to present again their age-old problem to modern Britain. Etched in the deep white chalk, these white horses—believed to be of some religious significance—were too prominent landmarks for Nazi bombers to be left uncovered during the last war. Ranging across the Chilterns from Buckinghamshire to Wiltshire, these horses seem in most cases to be linked with the ancient barrows or burial-grounds of the early settlers in Britain. Most famous, and perhaps the oldest, is the beast that gallops across 355 ft. of the Berkshire Downs near the Celtic town of Uffington, and gives its picturesque name to the Vale of the White Horse. This horse, 130 ft. high, resembling a Picasso creation, is identified by some authorities as a Celtic corn and fertility goddess, descending from the Black Demeter of Hellas (in Hellenic lore Demeter was a divine mare). Near Bratton, in Wiltshire, is the county's oldest horse, It is 107 ft. high and is commonly supposed to commemorate Alfred's victory over the Danes in 871. It has several times been remodelled—notably in 1873

THE MASSIVE FINELY-ETCHED WHITE HORSE ON BRATTON HILL, NEAR WESTBURY, WILTS: It is believed that this emblem was brought into being to celebrate King Alfred's final victory over the Danes. The white horses, and other emblems adorning the countryside, remain a mystery, although it would appear they are in some way linked with the ancient barrows

THE WHITE HORSE OF UFFINGTON, AN EMBLEM CARVED IN THE CHALK OF THE BERKSHIRE DOWNS: Only this aerial picture could show its detail with such clarity. It is a brilliant piece of impressionism, and not even the brush of a Degas could improve upon the galloping motion which some ancient artist implanted upon the hillside. In Crete and in Scythia comparable work is recorded

THIS WHITE CROSS IS ETCHED IN THE CHALK NEAR AYLESBURY: In ancient days Aylesbury was the principal ecclesiastical centre of Buckinghamshire

THIS WHITE LION IS NO ANTIQUITY: It is carved in chalk on a Bedfordshire hillside in the vicinity of Whipsnade, and constitutes a wonderful advertisement for the great open-air zoo. Its perfect sculptural proportions are very much admired by visitors



TWO WHITE HORSES WHICH BESTRIDE THE MARLBOROUGH DOWNS NEAR SWINDON: There are several in the area. That on the right is well proportioned with a touch of the Darley Arabian. His barrel-chested companion is certainly no thoroughbred, and might almost be mistaken for a giraffe

1. **A SWEDISH PRINCE IN A LONDON MARKET : Prince William of Sweden (second from left) in Stepney, with Mr. Bowen, Chairman of the L.C.C.**

2. **THE ROYAL TOUR OF CRISP STREET, STEPNEY : The Chairman of the L.C.C. and Prince William of Sweden attracted no particular attention as they walked through the market**

3. **VICTORIA'S NEW GOVERNOR AT AUSTRALIA HOUSE, STRAND : Sir Dallas Brooks and Lady Brooks (centre) with Sir Norman Martin (left), Victoria's Agent-General, Mr. Norman Mighell, the Acting High Commissioner, and Lady Martin (right). They are standing in front of the model of a bronze statue of King George V designed for Melbourne**

1 and 2. A PRINCE AMONG THE PEOPLE : Prince Charles William Louis, Duke of Sudermanie, Chevalier of the Order of Seraphins, of the Order of the Black Eagle, and the Order of the Elephant, paid a visit to Crisp Street, Stepney, last week and spent some time inspecting the wares in the street market. The Prince, who is the second son of King Gustav V of Sweden, is in England on a motor tour. While in London's East End he had as guide Mr. J. W. Bowen, Chairman of the London County Council. The Prince also spent some time visiting bombed sites. Like all members of the Bernadotte family, Prince William enjoys as much freedom from ceremony as possible. His son, Prince Lennart, now known as Mr. Bernadotte, forfeited his rights to the throne following his marriage to a commoner some years ago.

3 and 5. ATTRACTIONS AT AUSTRALIA HOUSE AND WESTERN AUSTRALIA HOUSE : Last week General Sir Dallas Brooks, the newly-appointed Governor of Victoria, opened the photographic exhibition "Progressive Victoria," and also unveiled a bronze model of the figure of King George V by Mr. C. W. Bowles for the King George V Memorial in Melbourne. The Lord Mayor of Melbourne, Mr. J. S. Disney, now on a visit to this country, was present at the ceremony, as also were Sir Norman Martin, Agent-General for Victoria, and Mr. Norman Mighell, Acting High Commissioner for Australia. There was also a big gathering at Western Australia House, but this time "on the outside looking in." The objects of interest were Western Australian flowers preserved in ice and brought to this country among the refrigerated cargo of the Orient liner *Orcades*. The flowers were gathered from the site of Captain George Vancouver's landing in Western Australia in 1791. They have since been taken to the commemorative service held in Vancouver's honour in the churchyard at Richmond, Surrey.

4. THE HAGUE AND AMSTERDAM IMPRESSIONISTS IN LONDON : Last week at London's Guildhall Sir George Aylwen, the Lord Mayor, opened this important exhibition of nineteenth-century art which is making a brief halt in the City *en route* to Lincoln and later to Pietermaritzburg, South Africa. Lincoln and Pietermaritzburg, two cities which were "married" at Lincoln Cathedral in 1947, are to hold this exhibition to show their joint links with the Netherlands. Jonkheer van Verduynen, the Dutch Ambassador, who has played a large part in furthering the exhibition, also spoke at the Guildhall opening, while Mr. Leif Egeland, High Commissioner for the Union of South Africa, added his blessing. Predominant in the exhibition are the works of the brothers Maris, all three of whom had

The Home News in Pictures

FROM LONDON and the PROVINCES

MISS SVETLANA BERIOSAVA IN LONDON : The young American ballet star viewing some clever models of Margot Fontaine, Beryl Grey and Moira Shearer which are on view at the Ballet Art Exhibition in Brook Street, Mayfair. The models have been made by Judith Ackland

4. **THE DUTCH ART EXHIBITION AT LONDON'S GUILDHALL : Jonkheer van Verduynen, the Dutch Ambassador, speaking at the opening of the Impressionists exhibition**

5. **CRYSTAL GAZING AT WESTERN AUSTRALIA HOUSE : Passers-by admiring the window display of flowers sent from Western Australia preserved in ice**

6. JOHN STUART MILL MEETS THE MODERN GIRL: W. T. Williams and Christine Griffith (right) as they appear in the Bedford College centenary play "No Spring Till Now"

immense influence upon Dutch painting during the nineteenth-century.

6. "NO SPRING TILL NOW": Queen Mary last week attended the centenary celebrations of Bedford College for Women, in Regent's Park. She has been patroness of the College since 1913. Bedford College is the oldest women's college in the country. Amongst events marking the centenary was a play, *No Spring Till Now*, written for the occasion by Miss Miriam St. Clarie Byrne, who has been producing plays for Bedford College since 1920, as well as taking spells as English Literature and Social History lecturer. The parts in the one-act play were played by present students and three members of the Academic Staff. *No Spring Till Now* is the story of a journalist who, on the way to the College to report the centenary celebrations, is knocked down by a car. In her subsequent dreams she meets past members of the College from the time of its foundation up to the present time.

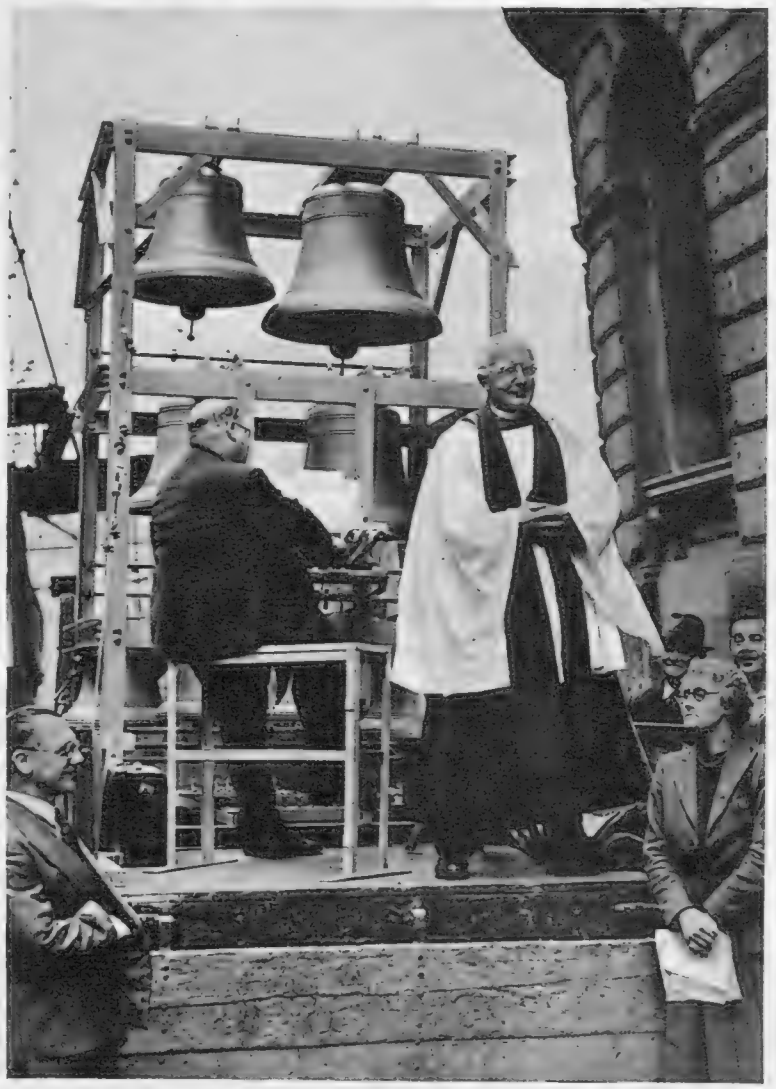
A SCULPTOR AND HIS FOUNTAIN: Mr. Bainbridge-Copnall at the Art Bronze Foundry, Fulham, with his prize-winning design which has been approved by the Parks Committee and is to be placed in Victoria Park. Mr. Bainbridge-Copnall is superintending the casting

7. THE BISHOPS IN CONCLAVE: The Convocation of Canterbury met at the Church Hall, Westminster, and there were some sharp divisions in opinion when the question of women in the pulpit came before the full Synod. The Bishop of Southwark presented to the Synod the viewpoint of a committee selected to report on the subject, but the committee reported that it could not give a clear lead in the matter as opinion was sharply divided on the question of women taking part of the prayers or giving an address at the usual liturgical and statutory services such as morning and evening prayer. It would be a departure, the committee indicated, from the age-long order of church life. The minority thought that there was no ground for refusing to well-qualified women the right to assist in the services, and they did not admit that any question of the admission of women to the priesthood was involved, even by inference. They maintained that what was suggested was already allowed to laymen who made no claim to the priestly office, nor were the minority persuaded that a reader exercised presbyteral functions. The Bishop of Southwark said that the report represented a complete *impasse*.

8. THE CHURCH CALLS TO LONDON: The 600 parishes of London have been grouped to form 120 Mission Centres, and for the past fortnight Dr. Wand, Bishop of the Diocese, and his 150 missioners have been carrying on an impressive campaign to draw Londoners into the main stream of church life. At an inaugural service at St. Paul's, Dr. Wand told the missioners: "Not a single person in the diocese will be left unaware of the fact that something unusual is happening and the Church is making its effort at last. Already we have evidence," he declared, "that there is a great stirring in the minds and the consciences of the people." To draw attention to the Mission a portable carillon of bells toured the diocese, among other places playing at the Mansion House to City workers during the course of the lunch hour.

9 and 10. A TRADITIONAL GATHERING IN THE COTSWOLDS: Dealers from all parts of the country attended the May Fair held in the picturesque Cotswold town of Stow-on-the-Wold. The Charter Fair lasted two days, with keen bargaining going on in the streets and inns of the town, and with dealers displaying harness and agricultural equipment in every corner they could find for their wares.

7. THE PRIMATE OF ALL ENGLAND IN CONVOCATION: Dr. Fisher, with the Bishop of London on his right hand and the Bishop of Winchester on his left hand, addresses the gathering of bishops at Church House



8. PORTABLE BELLS PLAY TO CITY WORKERS: The carillon outside London's Mansion House, where it drew attention to the Mission to London

9. A STURDY YOUNGSTER IN THE JUDGING RING: One of the entries in the Charter Horse Fair held at Stow-on-the-Wold, in the Cotswolds

10. EVERYTHING FOR THE FARMER: Harness and an army of agricultural implements laid out on the walls of a hotel during the Stow-on-the-Wold Charter Horse Fair

THE CHANNEL TUNNEL—A PIPE DREAM?

An Oft-mooted Scheme Again in the Forefront

By CHARLES GRAVES

THE Channel Tunnel scheme is somewhat reminiscent of the Loch Ness Monster. It reappears at irregular intervals, but with this slightly ominous difference, that the revival of interest in it has, in the past, almost invariably preceded a war. The first person to suggest it was none other than Napoleon, who suggested blandly to Charles James Fox in 1802 that the project would bring the two countries much closer together. Fox fortunately refused.

During the Crimean War a French engineer called Degamonde returned to the attack, but Queen Victoria "was not interested." In 1866 a British engineer named Low revived public interest in it, but the war of 1866, followed by the Franco-Prussian War in 1870, killed the scheme stone-dead.

In 1872 a company to make a Channel Tunnel was registered, but Parliament vetoed it, and it was not until 1881 that the present British Channel Company was formed. And it was not until the turn of the century that one mile of it was burrowed under ground near Shakespeare Cliff (Dover), while an abortive attempt was similarly made in France to get things going.

The next time that public interest was aroused in the Channel Tunnel was in 1913, when a petition was sent to the Prime Minister suggesting that the tunnel would "recreate" a lost physical and geological link with the Continent, and that the Nord Express could leave London for Brussels, Berlin, Warsaw, Minsk and Moscow where it would link up with the attractive coast resorts of the southern Crimea. . . . In 1921 Marshal Foch said that if there had been a Channel Tunnel in 1914, the Kaiser would probably never have gone to war, and that even if he had, it would have shortened military operations by at least two years.

It is true that on the next two occasions when the subject was revived—in 1924 and 1930—there was no immediate war, except for the cold war waged by Hitler, but it is rather sinister that the next year in which the project was urged again by the French was in 1939, and here we are in 1949 with not only the French, but also 220 English M.P.s of all parties clamouring for it. . . .

The reasons put forward by the M.P.s is that "the tunnel would help the cultural and economic and political union between Great Britain and Europe by means of regular, rapid physical communications." It is further suggested that sea and air transport is not enough for the traffic across the Channel. Attention is also drawn to the fact that the Special Committee appointed by the British Government in 1929 came to the conclusion that, from a purely engineering point of view, the scheme was feasible. What is not so palatable to the advocates of the tunnel is that the Imperial Defence Committee vetoed it vehemently in 1924, when the estimated cost was £29,000,000. To-day's estimate is anything from £45,000,000 to £90,000,000, and engineers say that, before anything else happened, it would take five years to make a pilot tunnel, which would cost £1,000,000 a year.

M. George Gallienne, European Chairman of International Road Federation, has, however, been saying recently that it would be a splendid plan to link Great Britain's 178,000 miles of roads with the 1,500,000 kilometres of the Continent. In this way, he adds ingratiatingly, at least half-a-million Americans who dislike the Channel crossing could be induced to visit England after they had toured Europe by car. M. Andre Basdevant, a member of the French Channel Tunnel Committee, estimates that 11,000 cars could pass through the tunnel every day—230 every hour from either end. At which stage, it must be pointed out that there are two schools of thought about the actual specifications of the Channel Tunnel itself. Some say that there should be motor roads in addition to railway tracks. Some advocate only a railway tunnel with low freight trains to carry motor-cars when required, with loading platforms at either end.

Another French authority, M. Pinaud, the French Minister of Public Works, Transport and Tourism, came over here with his chief road engineers six weeks ago and met Mr. Barnes, our Minister of Transport, with his English team of experts. Mr. Barnes smartly dissociated the Government from the scheme, while M. Pinaud said frankly that the French Government had a lot of other things on its plate before it could concentrate on so costly and lengthy a scheme.

The slump and unemployment of 1930 gave the advocates of the Channel Tunnel scheme their greatest chance. Many Socialist M.P.s were in favour of using the unemployed in this way. At that time the suggestion was that the tunnel would be a tube with a huge ventilator in mid-Channel running into a light-house, which could be blown up by the Royal Navy to flood the tunnel in case of invasion (modern ventilation would make this now unnecessary).

The late Baron d'Erlanger announced at the time that during the previous eighteen months the Company had spent no less than £2,500 on the project. After prolonged negotiations, he said, arrangements were concluded with six leading firms who were to put up £100,000 to defray the cost of promoting a Bill in Parliament and of trial borings which might have to be incurred. These firms undertook to build the British half of the pilot tunnel on the datum line cost of £2,500,000. If successful, they would receive a fee of £150,000, which worked out at the rate of 6 per cent. on the money spent. If the estimates were wrong and they had spent more than £2,500,000 they were not to get a penny more. They undertook to finish the job in five years. If at any part of the construction everyone agreed that the scheme was not feasible, they were to be paid 5 per cent. commission on the outlay to the date of abandonment. If, however, they were successful they were to get 10 per cent. of any saving below the estimated £2,500,000.

In the meantime, the Special Committee of the Economic Advisory Council reported that: "We believe that a Channel Tunnel could be built, maintained and operated by private enterprise at a cost which would permit of the traffic through it being conveyed at rates not higher than those at present in force on the short cross-Channel route. In the light of conclusion 5 above, we believe that, although some interests would probably be adversely affected, *the construction of a Channel Tunnel, by creating new traffic and thus increasing trade, would be of economic advantage to this country.*"

As visualised, the Channel Tunnel when completed would be 17½ ft. high, with a double set of railway lines, on which trains would travel non-stop at 60 miles per hour at anything from 190 to 150 ft. below the chalk bed of the sea, being thus out of range of a modern atom bomb (one hopes).

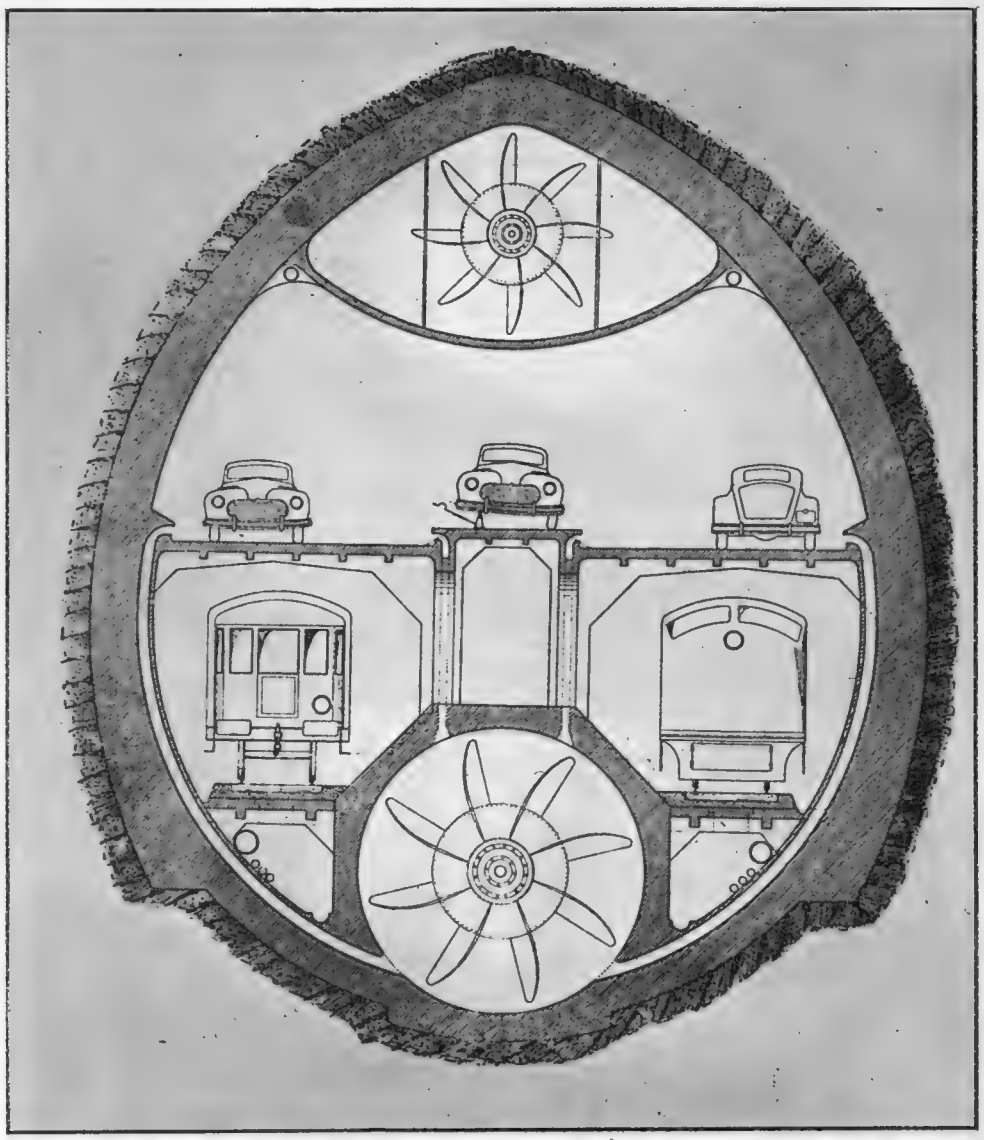
Baron d'Erlanger worked out his statistics thus: the estimated total number of passengers for the first ten years would amount to exactly 28,298,388, or 2,829,838 passengers per annum. The gross receipts at the rate of 16s. per passenger per single journey would therefore be £2,264,000, with goods traffic bringing in £1,045,000, and another £490,000 from the carriage of parcels, mails, baggage and motor-cars. Against this the promoters estimated that at least £1,000,000 a year would be required for the operation and upkeep of the tunnel, though the engineers thought that only £500,000 a year would be necessary. The Channel Tunnel itself, by the bye, was estimated to cost £30,000,000. All of which worked out very neatly at a revenue of 9.9 per cent. on the capital invested.

To-day, nineteen years later, opinions are as actively divided as ever. Retired generals point out that the Kaiser would have gone straight for the Channel ports instead of for Paris, and blown up the entrance in 1914, and that Hitler would also have short-circuited the phoney war period and made straight for Cap Gris Nez in 1940—the suggested point where the tunnel would emerge in France.

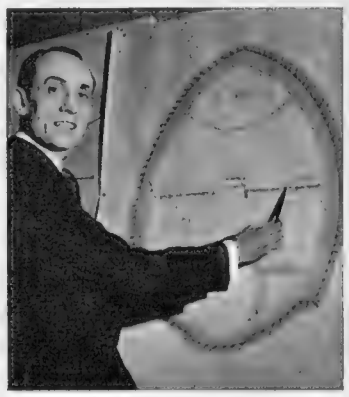
Socialist M.P.s urge that it costs anything from £15 to £36 to take a car across the Channel, and that this would be reduced to a few shillings if there were a Channel Tunnel.

Altogether, the Channel Tunnel Company, of which Lord Radnor and Mr. F. L. A. d'Erlanger are directors, has spent £68,000 on the project. But the original £1 shares are more of an heirloom than anything else. At one stage they dropped to 7½d., and I myself before the war doubled their value in twenty-four hours by a casual reference in a newspaper column to a woman friend who dreamt that she had crossed to France through a tunnel.

There is no doubt that modern engineering methods could shorten the work very considerably. Giant borers and excavators could clear 100 yards of tunnel in about as long a time as it would have taken men with picks and shovels to do 10 ft. Seeping water can now be frozen, and modern ventilation would prevent any dangers from carbon monoxide. Certainly, it would be very pleasant if one could have one's Customs in the train instead of at the Channel ports. But this scarcely seems suitable recompense for using millions of man-hours and millions of pounds to prevent the Channel from continuing to be the world's finest tank-trap—which it is to-day.



A PROJECTED CHANNEL TUNNEL DESIGNED BY THE FRENCH ARCHITECT ANDRE BASDEVANT: It has already been accepted in principle by the British Government, and is now being considered by the French Government. Basdevant's tunnel is ovoid in cross-section, which would make for maximum resistance to external pressure. In the upper part is an exhaust duct with a series of fans. A double carriageway for road traffic runs through the centre of the tunnel



ANDRE BASDEVANT: The French engineer with a cross-section of his Channel Tunnel design

DALLIANCE WITH THE LANDLORD'S DAUGHTER: The Beaux make good use of their stay at Boniface's inn. A scene from the new production of George Farquhar's "The Beaux' Stratagem" at the Phœnix Theatre. Left to right are Gwen Cherrell as Cherry; John Clements as Archer; Robert Eddison as Aimwell; and David Bird as Boniface. Kay Hammond, after a long illness, makes her return to the West End to play the part of Mrs. Sullen

A BOUQUET IN THE NIGHT: Mrs. Sullen (Kay Hammond) is surprised, if not shocked, to find Archer (John Clements) at her bedside, but the interlude is interrupted by the entrance of the highwayman

A BOLD BEAU AND A TIMID HIGHWAYMAN: Aimwell (Robert Eddison) and Gibbet, the highwayman, whose bark is worse than his bite. Lloyd Pearson plays Gibbet with great gusto and sense of humour

John Clements' revival of George Farquhar's *The Beaux' Stratagem* is particularly strong in its comedy—from the full-blooded humour of the landlord and the highwayman to the lighter wit of the gentlemen of broken fortune and the ladies of their choice. The story of the two beaux, determined to retrieve their fortunes by substantial marriages and falling in love, one with the wife, the other with the sister of Squire Sullen, has all the robustness of restoration comedy. John Clements plays the part of Francis Archer, who, choosing the wife, finally reveals his own true name and convinces the Squire that he wants a divorce; and Robert Eddison plays Aimwell, who, in the concluding scene, wins Dorinda and inherits his elder brother's estate to complete the happy ending.

BEAU MEETS BELLE

John Clements' Revival of George Farquhar's "The Beaux' Stratagem" at the Phœnix Theatre

PREPARING FOR A LONELY NIGHT: Kay Hammond, as Mrs. Sullen, who is married to Squire Sullen—"a country blockhead, brutal to his wife"—falls for the charms of Francis Archer, posing as his friend Aimwell's manservant

New Lamps and Old

FALTERING FOOTNOTES OF HISTORY

Slips Which Have Baffled the Historian

By JOHN GORE

THE TRUTH OF HISTORY.—I have heard mention of the perfect or faultless painter, but I never had news of the faultless editor; and, believing there is "no sich person," I have more than once in prefaces recorded my experience that the *truth* too often emerges after (and not with) the publication of a definitive biography or memoir.

Two interesting examples have recently been brought to my notice from the text and footnotes of a volume of early nineteenth-century memoirs which has long been a classic, has run through more than a dozen editions, presumably corrected and re-corrected, and has been scrutinised and quoted from by historians and students for half a century. Both of those instances concern the mistresses of King George IV, and both are, of course, of no importance whatever, except to a very few who concern themselves with matters on the very fringe of history.

Nevertheless, in matters important or trivial, the fact remains that the truth of history depends on the meticulous accuracy of contemporary evidence; and it is the first duty of the historian and editor to examine that evidence with all the scrupulous care which a High Court Judge insists upon in court. The "warming-pan" is forever insidiously forcing its way into sober history, and the warming-pan is a weapon of bitter contemporary partisans or ignorant and vulgar rumour-mongers; and legitimacy of birth is a very common form of scandal, whether deliberate or merely mischievous. The Old Pretender or the Prince Consort were obvious victims of partisan malice of this kind, and very few crowned heads, however noble and virtuous, escape some form of the persecution at some period in their lives. Every conscientious historian should recognise this, and his first step to the truth must be to put himself into the skin of the common man, alive at the time with which he is concerned.

The first of my instances, relating to Queen Caroline's death, is dated August 18, 1821, and runs:

"The Queen appointed as executors of her will Bagot, the Minister of this country to America, and Lord Clarendon, and she left them all her papers sealed up. The other day Lord Jersey received a letter from Lord Clarendon begging him to come to him, which he did. He [Lord Clarendon] then told him that he was going as executor to open his [Lord Jersey's] mother's papers.* The seal was then taken off, and letters from the Monarch to his former sweetheart caught Jersey's eye in great abundance. Lord Clarendon then proceeded to put them all in the fire, saying he had merely wished Lord Jersey to be present at their destruction, and as a witness that they had never been seen by any one. Very genteel, this, on Lord Clarendon's part, to the living Monarch and memory of his mistress, but damned provoking to think that such capital materials for the instruction and improvement of men and womankind should be eternally lost!"

This statement, so far as I know, has never been till now challenged. Yet (gossip, as no doubt it is, and trivial gossip) it was not pure invention, and, as it stands, it bristles with improbabilities. How could Queen Caroline have got possession of Lady Jersey's letters from George IV? Lady Jersey would not have parted with them to the Queen on any conditions. Did a Jersey servant steal and sell them to the Queen for use against the King? The only solution the detector can offer is that the second Earl of Clarendon was executor both of Queen Caroline's and of Frances Lady Jersey's wills—both ladies died about the same time—and the gossip-writer portmanteau'd the two executorships. Somerset House may hold the answer in a photostat of Lady Jersey's will.

A Second Slip. — The second instance is under date December 23, 1822.

"But think of my having so long forgot to mention that Brougham says many of the best-informed people in London, such as Dog Dent and others, are perfectly convinced of the truth of the report that dear Prinney is really to marry Lady Elizabeth Conyngham; on which event the Earl here humorously observes that the least the King can do for the Queen's family is to make Denison† "Great Infant of England."

For fifty years Albert Denison (first Lord Londesborough) has been branded as the bastard of George IV and "Great Infant of England." But in truth (never widely denied until to-day) he was born years before the Conyngham liaison began, and did not assume the surname of Denison (in lieu of Conyngham) until late in the 1840's. The "Great Infant" suggested may (or may not) have been Lady Conyngham's brother, W. J. Denison of Denbies. It could not have been Albert. These are both matters of the utmost triviality, but are, nevertheless, remarkable examples of the frailty of competent editors and of the superficiality of the reading of memoirs, accepted as authoritative or "classic," by serious students of history and by authors who borrow for their own books. Thus history is written and falsified, and an early slip will lead to a permanent enthronement of falsehood.

Footnotes in General. — These little slips lead me to reflect on a wider issue. The duties of editors of the writings of gossips are not less onerous and strict than are those of editors of more sober chronicles or biography. On the contrary, they demand even more alertness.

I wonder if a Select Tribunal were set down to examine the very latest definitive editions of three standard classics (let us say, Pepys' Diary, Boswell's *Johnson*, Greville's Memoirs), how many false statements, howlers, printers' slips, examples of mere hearsay the Tribunal would detect and lay bare after a year of intensive research? I fancy the list would reach three figures.

And now, having "criminated" myself in these disclosures, I ask myself what value the average reader attaches to footnotes in biography, memoirs, diaries and letters. Some readers I suppose hardly glance at them; a few serious students no doubt interrupt their reading of the text to study each in turn as a vital part of the text. For the editor, these notes may be the very essence and proof of his labours, and yet I fancy that the fewer those footnotes are, the better proof he has given of his technique and competence.

A cleverly written chapter-introduction or linking passage can eliminate many a footnote but by no means do away with a necessary expedient.

For myself, as a reader of other editors' books, the footnotes are what the Agony Column of *The Times* was for Sherlock Holmes, a rich mine of opportunity for further research. For, as I have perhaps sufficiently indicated, it does not do to accept them as gospel. As an instance of that principle, I would cite the footnotes to the earlier volumes of *The Complete Peerage*, many of which are indeed unworthy of a serious work.

THE MEET AT ASHBY PASTURE: This is No. I from the set of eight sporting prints depicting the Quorn Hunt by the great Henry Alken. Tandems, carriages and four, barouches and horsemen without end are seen drawing to the rendezvous, where Squire Osbaldeston and Jack Stevens are waiting with the hounds. This print is included in the important collection of Alken's drawings now on view at Ellis and Smith's Galleries, 16b, Grafton Street, W.1. Henry Alken, known in his early career as Ben Tally Ho, was originally huntsman, stud groom or trainer to the Duke of Beaufort. Alken was a prolific worker, as also were his sons, all artists who worked for the sporting publishers. In all Henry Alken's works there is freedom of handling and a happy choice of subject which rendered them very popular in their day

"THE DEATH"—THE FINAL PICTURE IN HENRY ALKEN'S HIGHLY COLOURFUL SET OF EIGHT DEPICTING THE QUORN HUNT: Squire Osbaldeston is flourishing the brush, and Jack Stevens is mopping his scratched face. Prints of this set, aquatinted by F. C. Lewis and first published in 1835, are still extremely numerous

Original Footnote.

* Frances, wife of the 4th Earl of Jersey. Her relations with the Prince of Wales (afterwards George IV) were notorious. She died 25th July, 1821.

Original Footnote.

† Lord Albert Denison Conyngham, 3rd son of Elizabeth Denison, 1st Marchioness of Conyngham. He was born in 1805, and was supposed to be the son of the Prince of Wales (George IV).

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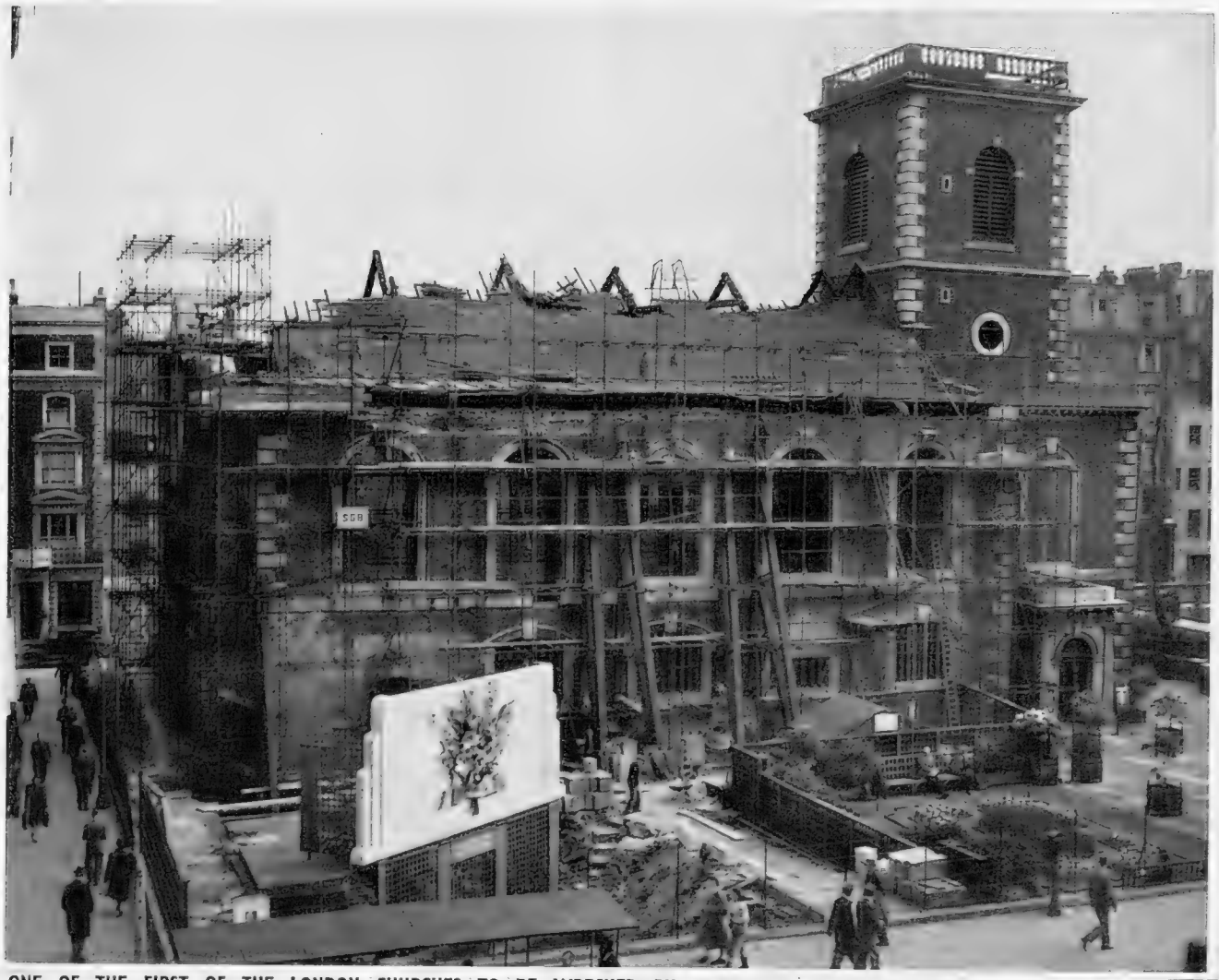
RESTORING ST. JAMES'S

WREN'S MASTERPIECE IN PICCADILLY

The Work Proceeds on the North Wall

The first of the Wren churches to suffer during the blitz was St. James's, Piccadilly, and appropriately enough it was the first to be considered for restoration. At the moment the progress of the work is by no means rapid, but the task of bolstering up the North wall is going ahead with the aid of such craftsmen who are available and are trained in the intricacies of structural work on ecclesiastical buildings.

The first rector of St. James's, Thomas Tenison, became Archbishop of Canterbury, as also did the second rector, William Wake. Thomas Secker, who christened George III in Norfolk House, was rector from 1737 to 1750, and he too rose to the Primacy. As Archbishop, he crowned George III in 1760. Another incumbent was Samuel Clarke, whom Voltaire dubbed "a reasoning engine." St. James's figures frequently in literature. Lord Foppington, in Vanbrugh's *The Relapse*, was a frequent attendant, for, as he said, "there 's much the best company"



ONE OF THE FIRST OF THE LONDON CHURCHES TO BE WRECKED BY ENEMY BOMBS : A general view of St. James's, Piccadilly, which has been undergoing repairs since 1947, when a licence for the work was granted by the Department of Ancient Monuments. In restoring the church, the first consideration has been to strengthen the damaged North wall, and this picture shows the great wooden buttresses which sustain it while the work is proceeding. In the foreground on the right is the garden laid out through the generosity of the late Lord Southwood. The church was built by Wren in 1680, at the expense of Henry Jermyn, Earl of St. Albans, the reputed husband of Henrietta Maria, widow of King Charles I

THE FONT OF ST. JAMES'S, PICCADILLY : This magnificent example of the art of Grinling Gibbons is at present on view at the Victoria and Albert Museum, and will in due time be returned to the church. The foliage over the altar of St. James's was also the work of Grinling Gibbons, master carver in wood to the court of Charles II. It is good to know that all the Gibbons carvings, for which the church was celebrated, are safe. During the war they were housed in the vaults of a London museum

WITHIN THE SHATTERED PRECINCTS OF ST. JAMES'S : An interior view of the church looking towards the East window. Beneath the gallery is seen the temporary walled-off site of the chapel which is now used for services at St. James's. The church owed its building to the increase in the size of the parish of St. Martin-in-the-Fields

The World of Books—By VERNON FANE

A WEEK OF OUTSTANDING NEW NOVELS

"Redemption," Francis Stuart's Story Which Will Make an Unmistakable Impact Upon the World of Letters: Pamela Frankau's "The Willow Cabin," and Harnett Kane's "Bride of Fortune"

MR. FRANCIS STUART is a novelist of real power, and one to be reckoned with in the literary scene to-day. His conclusions may sometimes distress you, as they have me, and even exasperate you, but neither they nor he can be ignored. REDEMPTION (Gollancz. 9s.) is his latest work, and it will make an unmistakable impact on the world of letters, in which I include the general reading public, who are, after all, the second essential for a novelist's work, the first being the power of expression. We all know writers who seem to have this power without the matter, and who can write away on the thinnest of themes with considerable facility, but Mr. Stuart is not of that calibre. He has something to say, and he has a compelling way of making the reader conscious of it. *Redemption*, like *The Pillar of Cloud*, deals with an Irishman and the woman he found and loved in Germany during the war. It is not a direct sequel to the other book, but it is written in the same mood, and has the same quality of controlled bitterness, of spiritual struggle towards the ideal of some loving brotherhood of men, and of profound sympathy with the unfortunate, the ugly and the unloved. Besides that, the author has a gift of developing character through dialogue, which, although he uses it sparingly, is remarkably evident. He is, as I say, a writer to remember, and although a small Irish town with its double share of drunkards and trollops and fishmongers and moon-faced priests may not be one's idea of a perfect setting or subject, the fact remains that this is a book you should read, even to disagree with it.

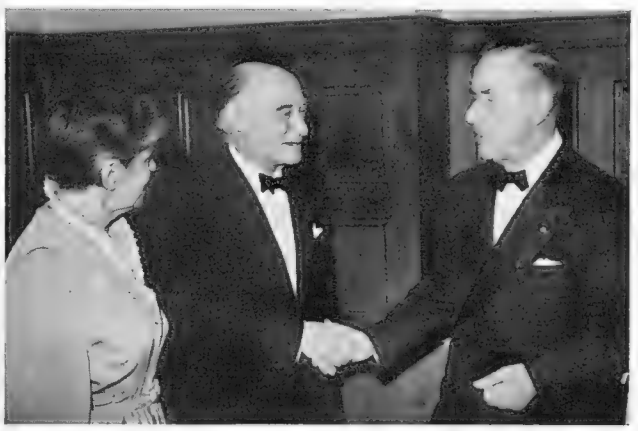
Novel by novel, the work of Miss Pamela Frankau has developed, improved and matured till now, with THE WILLOW CABIN (Heinemann. 10s. 6d.), it has reached a very high degree of both brilliance and human understanding. This, in fact, is a really good novel, and the one that I had been waiting for with confidence since she started to write again after the war. It is a love story in its essence, but it is also the story of a woman's slow and difficult discovery of wisdom and tolerance, and the qualities which will give her, for the first time in a life that has known wild happiness and wild grief, a measure of peace of mind.

BRIDE OF FORTUNE (Peter Davies. 10s. 6d.) is a novel-biography of Jefferson Davis and his wife Varina, and it has been written with imagination and spirit by Mr. Harnett T. Kane. As a girl, Varina was impetuous and lively, the well-born daughter of a not very affluent house, and she was a suitable match for "Jeff" Davis, the country gentleman of enigmatic appearance. They were happy together, and Varina's forceful personality, animated by her real love for her husband, made her actively interested in the beginnings of his political career, for Jefferson Davis was then embarking on the course which was to make him at length President of the Confederacy, only to fall with the South before Abraham Lincoln. At his side, the First Lady of the Confederacy knew triumphs, but she also knew the bitterness and even terror of defeat. She was known as the Queen of the Lost Cause, but there was always something indomitable in her which would not allow or accept that the cause was lost, and it was that toughness of fibre which in the end was to save her husband's life. Theirs is a vivid story, and Mr. Kane has done it justice.

HERE LIES TO-MORROW (Werner Laurie. 15s.) is a new novel by Mr. Anthony Gibbs, but if you expect to find in it the froth and fun of his early work you will be disappointed, for this is a serious book which the author himself describes as a "first novel," so different is it from what preceded it. Four families and their interwoven sagas form the theme. They are English, American, German and Hungarian-Jewish, and their lives are traced from the First to the end of the Second World War.

MARCHING BONNET (Bles. 7s. 6d.) is the story of a Swedish girl who devoted the greater part of her life, at home and later in America, where she married, to the work of the Salvation Army. Mrs. Valley's style is direct and uncompromising, like the career she describes, and far from supple, but it suggests the scenes she describes and their atmosphere, and there is originality in the picture she draws.

There is always a rich flavour to Mr. Elliot Paul's reminiscences. His new book is A GHOST TOWN ON THE YELLOWSTONE (Cresset Press. 12s. 6d.), though anything less ghostly and more flesh-and-blood than the people it describes would be hard to imagine. It is a ghost town nowadays, but in the days when Mr. Paul lived there as a young mining engineer it was lusty and thriving, with its own home-grown hierarchy, and its sharply defined rules of conduct, which may not have been the conventional ones, but which nevertheless marked a man down as possible or impossible. I enjoyed reading about it all, its freshness and its strangeness, and most of all its fun.



DR. THOMAS MANN STARTS HIS EUROPEAN TOUR: The distinguished German-born author (right) being received by Mr. Desmond MacCarthy, president of the P.E.N. Club, at a dinner given in his honour in London. On the left is Mrs. Mann. Mr. Mann, who celebrates his seventy-fourth birthday next week, was born at Lubeck in 1875. The publication of "Buddenbrooks," a remarkable study of the decline and fall of a family, in 1903, established him as a novelist of force. He won the Nobel Prize for Literature in 1929

The second volume of THE DIARIES OF FRANZ KAFKA (Secker and Warburg. 16s.) will, I think, be of more interest to most of us than the first, published some months ago. This second and final book covers the period from 1914 to 1923—that is, through the years of his most active and productive writing, when he wrote, among others, *The Trial* and *The Castle*—to his premature death from tuberculosis. Kafka's diary was not merely a record of events, of people met, or of appointments to be kept. It was also his commonplace book, and the notebook, or series of notebooks, from which he drew for his real work. His circumstances made it necessary for him to work also in an insurance company's office.

Mr. Curt Reiss has written a biography of JOSEPH GOEBBELS (Hollis and Carter. 18s.), which has an introduction by Mr. Louis Lochner, editor of the *Goebbels' Diaries*. In this preface he writes of Goebbels as "one of the most fascinating, albeit vilest, characters of our time," who will have his permanent place in history. Mr. Lochner adds that he does not rate Goebbels as highly as does his colleague, Mr. Reiss, and believes that Hitler himself outclassed all the men under him.

In THE ADVENTURE OF PUBLISHING (Wingate. 8s. 6d.), Mr. Michael Joseph says that he believes that "there is outside our profession a lively curiosity about the inner workings and problems of publishing." I believe he is right, and that a great many people will like to read this inside story.

Dr. W. H. Gardner has now presented the second volume of his immensely scholarly work on GERARD MANLEY HOPKINS 1844-1889 (Secker and Warburg. 30s.), which he has called a study of poetic idiosyncrasy in relation to poetic tradition. Dr. Gardner is not only a student of the poet's work and of his life; he also has an elucidating force of expression which, if one reads this impressive book closely enough, will lead one to a more acute understanding of the poetry.

A MAN CALLED WHITE (Gollancz. 18s.) is a thrilling, courageous, terrible, and above all true story that needs to be widely read. It is also an autobiography. Mr. Walter White, its author, is a grey-haired, white-skinned, blue-eyed man, yet he is a negro and, although he could have "passed" in his native United States and been accepted as a white man with little risk of discovery, he chose from an early age to proclaim himself as a member of his own race, and to fight for their rights.

The one extraordinary feature of his book is that, in spite of the experiences he retails, many of them horrible and many of them personal, he writes without a trace of bitterness.

Monseigneur Ronald Knox has made a fresh translation of the Old Testament at the request of the Cardinal Archbishop of Westminster, and the first volume, THE HOLY BIBLE Genesis-Esther (Burns Oates and Washbourne. 21s.), has now appeared. In preparing his translation, Monseigneur Knox worked from the Vulgate in the main, with the three objectives of being accurate, intelligible and readable. The volume is clearly printed and, in spite of its heaviness, which really demands a reading-rest or support, easily and simply arranged for reference.

FEUDAL FEEDING TO FACTORY FEEDING

Sir Noel Curtis-Bennett's Survey

In a world, seemingly enmeshed in political problems, we have had abundant evidence from experts, like Lord Boyd Orr, that the immediate future of civilisation depends upon the proper development of and the proper use of our food resources. One man who takes the long view on this subject, sees it in historical perspective and sees the demands of the future, is Sir Noel Curtis-Bennett, well known as the founder and creater of the Civil Service Sports Council, a movement which has revolutionised the social life of the Civil Service. Sir Noel is the author of THE FOOD OF THE PEOPLE (Faber and Faber. 16s.), a brilliant new treatise on industrial feeding. His survey starts off in Mediæval times, and shows how William the Conqueror, taking that highly organised industrial unit, the manor, as base, parcelled out these holdings to his supporters, who had brought him victory, and in doing so laid upon them the responsibility of providing food and shelter for their communities. From the Mediæval manor we follow the changes in organisation through the centuries; but always, it is apparent, there was some responsibility at the top for industrial feeding, whether it lay with the manor, or with the guilds, as it often did in the Middle Ages. This is where Sir Noel brings us to the point of his well-reasoned treatise. The factory, like the manor in ancient days, must in part shoulder the burden of proper feeding, as Robert Owen shouldered it so cheerfully in the nineteenth century. Here is sound and simple reasoning upon the first essentials of general welfare. Such is its force, and such its source, it cannot be overlooked

Another historical survey, this time in political vein, is Hartley Kemball Cook's THE FREE AND INDEPENDENT (Allen and Unwin. 8s. 6d.). Here he looks at Parliament from the viewpoint of the elector, that strange being whose apathy, the despair of politicians, is punctuated by outbursts of even more disconcerting determination. Well, here we see the elector through the ages, his trials, his temptations and his triumphs; and in recounting some of the great elections of the past, pride of place naturally goes to those in which the great John Wilkes was concerned, the man who, standing against King and Government, represented, as John Morley said, the "half-unconscious protest on the part of the nation against the corruption and oppression of its oligarchical rulers and the misery and despair which their iniquitous laws entailed." It all makes very exhilarating reading, and it certainly leaves the impression that electioneering is only slightly more edifying now than it was two or three centuries ago.

Dorina Lady Neave, who numbers among her memories an intimate knowledge of life in Turkey before the emancipation of the country under Kemal Ataturk, has set down some of her experiences in ROMANCE OF THE BOSPHORUS (Hutchinson. 21s.). To those who knew Turkey in the days when Baron Wangenheim was playing the same game of intrigue which von Papen played in the Second World War, this will no doubt make diverting reading, but somehow the author's tales of "the vanished pomps of yesterday" seem singularly unreal and very remote

Mr. John R. Ratcliff admits, frankly enough, that quite recently he has made most of the mistakes that are to be made in bee-keeping. He has the ability to discuss the how and why of those mistakes with other enthusiasts, and the result is his admirable volume BEEKEEPER'S FOLLY (Macdonald. 15s.). Even the more experienced beekeeper will find this a reliable and comprehensive source of reference, with its valuable chapters on handling, equipment, colony development, crops, pollination, diseases and pests. There is an excellent glossary and a chapter on essential reference data. Another book for the countryman is H. L. Edlin's WOODLAND CRAFTS IN BRITAIN (Batsford. 15s.), an account of the traditional uses of trees and timber in the countryside. He deals with tree-felling, furniture-making, and the work of the millwright and the wheelwright, and also several less familiar crafts, such as willow-weaving and charcoal-burning.

New Editions: AN INTRODUCTION TO EUROPEAN PAINTING (Longmans. 8s. 6d.), by Eric Newton, was first published in the Pelican Series in 1941 and is now re-issued in more permanent form with more illustrations and a few additions and alterations. Richard Glazier's A MANUAL OF HISTORIC ORNAMENT (Batsford. 15s.) is now in its sixth edition. It is the ideal manual for the student or craftsman. The author's line drawings, comprising some 600 decorative examples, are an important feature of this standard work.

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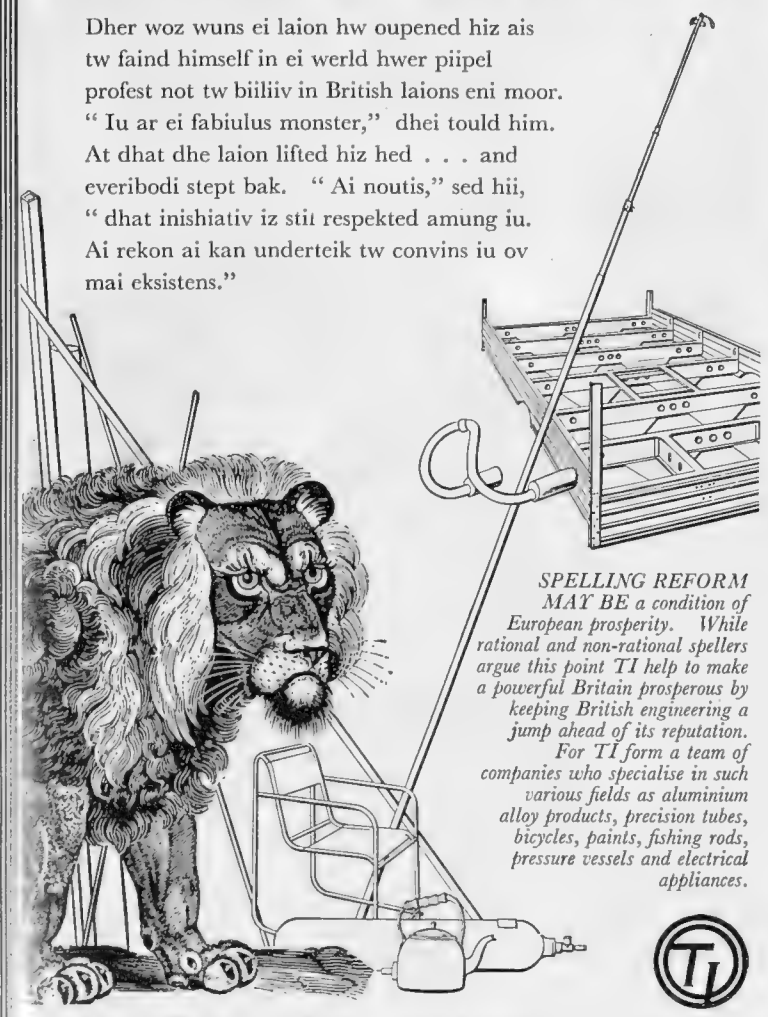

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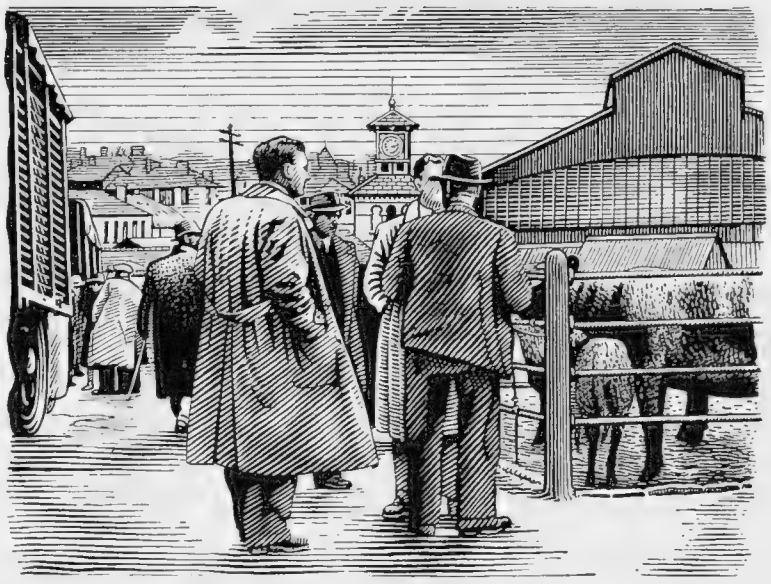

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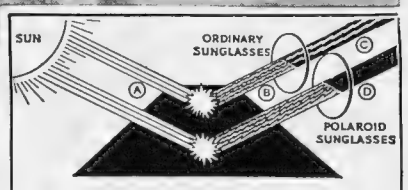

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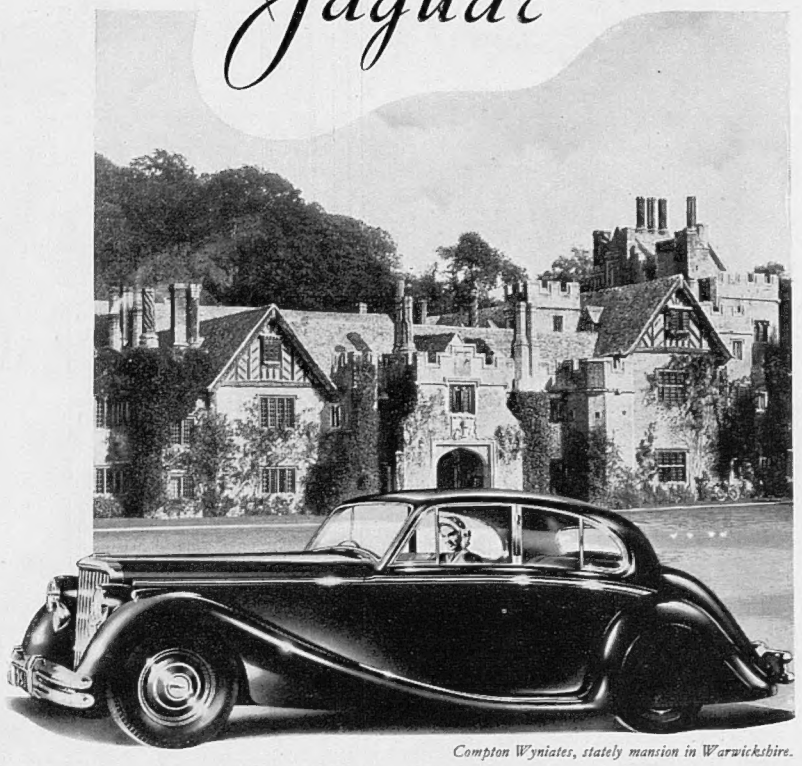

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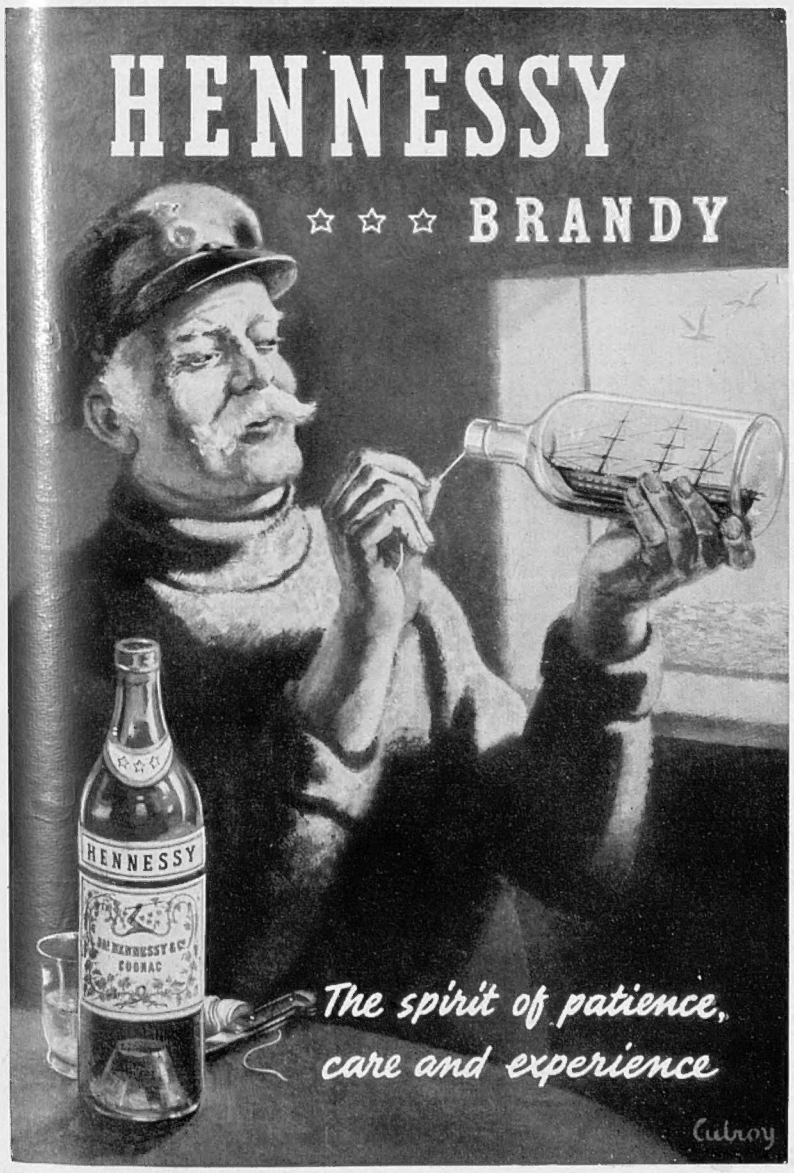

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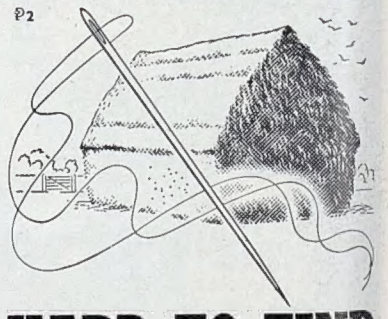

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